

Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Proposed merger of the Bruce Grove North and Bruce Grove CPZs

Report

authorised by: Head of Service for Highways and Parking: Ann Cunningham

Cabinet Member for Transformation and Public Realm Investment:

Lead Officer: Jack Jerrom, River Park House, 1st Floor, N22 7TR,
jack.jerrom@haringey.gov.uk, 020 8489 1082

Ward(s) affected: Bruce Grove

Report for Key/

Non Key Decision: Non key decision

Purpose

- 1.1 To report the feedback of the statutory consultation, that was carried out in August and September 2020 which proposed to merge the Bruce Grove (BRG) and Bruce Grove North (BGN) CPZs.
- 1.2 The purpose of this report is to provide details of these proposals, to report the representations received during the consultation and seek approval to proceed with the recommendations as set out in Section 10 of this report.

2 Background

- 2.1 A review consultation was undertaken in the BRG and BGN CPZs in March 2019. Overall there was a majority of support to retain existing CPZ operational times of Monday to Friday, 8am to 6.30pm. Additionally, the majority of people that responded supported the merger of both zones, with the adoption of the current event day controls in BRG CPZ.
- 2.2 The Council agreed to proceed to a statutory consultation in September 2019 and the supporting delegated report was published on the Council's website. The Statutory consultation was launched in August 2020.

3 Statutory consultation

- 3.1 In order to introduce parking controls and legally enforce their use, the Council is required to undertake a statutory consultation, this is done by advertising in the London Gazette and local press providing a period of 21 days for any interested party to make representation.
- 3.2 The following statutory bodies were also consulted on these changes:
 - AA
 - London Transport
 - Police (local)
 - Fire Brigade
 - London Ambulance Service
 - Freight Transport Association
 - Road Haulage Association
 - RAC
 - Metropolitan Police (traffic)
 - London Travel Watch
 - Haringey Cycling Campaign
- 3.3 As the consultation took place during the summer holidays, it was agreed that residents and businesses be allowed additional time to respond to the consultation by extending the response time to 35 days (usually 21). The Traffic Management Order detailing these proposals were displayed within all roads of the proposed area.
- 3.4 Before making the relevant Traffic Management Orders. the Council must consider all representations submitted in response to the statutory consultation.

- 3.5 If the Council is satisfied that it has addressed all representations received, a Notice of Making can then be published in the London Gazette and local press notifying the date when the Traffic Management Order will come into operation.
- 3.6 If the scheme is approved, notification letters will be distributed to all properties within the area where parking controls are to be changed and implemented. The notification letters will provide information of when the works will take place and the proposed operational date of the new parking controls.
- 3.7 The Council conducted the statutory consultation between Wednesday 12 August and Wednesday 16 September 2020. Residents and business including key stakeholders were invited to make representations regarding the proposals. Consultation packs which included a letter detailing the proposals were provided to all properties within the boundary shown on the location plan in **Appendix 1**.

4 Statutory Consultation Feedback

- 4.1 A total of 8 objections were received during the statutory consultation period. The objections and officer responses have been detailed below.

Objection 1

A resident of Morrison Avenue strongly objects to the proposals to merge the two CPZs.

They feel that the event day controls will adversely affect everyone in their road. They are located at a great distance from the stadium, and they do not believe that they suffer from parking stress on event days. They see the imposition of public holiday operational times as money-making exercise and could involve great expense for many low-income families with visitors for Easter, Christmas and bank holidays.

Officer Response

This Council has received a number of complaints in relation to parking congestion during event days. Councillors had also highlighted concerns raised by residents regarding impacts of commuter parking during events at the stadium.

In January 2019 it was agreed that the Council undertake an informal consultation to understand if residents and business supported any changes to the existing Bruce Gove CPZ. The outcome of that consultation showed that the majority of those responding supported event day controls.

The Council agreed to proceed to a statutory consultation in September 2019 and the supporting delegated report was published on the Council's website.

Event day parking controls prevent people from outside of the area reducing parking opportunities for residents.

Objection 2

The resident strongly believes that the merger of the two CPZs will encourage and enable more short journeys to be made by car. They feel that this will be at odds with the Council's own aims to encourage active travel. They explain that local roads are already excessively busy and merging the zones will make them busier.

Officer Response

The merger will allow residents to park within their local community and provide better parking opportunities for residents living on the boundary of each CPZ.

We hope that by increasing the size of the CPZ will provide more parking opportunities for all residents which will then reduce the current parking pressures.

The zone will be of optimal size for a CPZ, as set out by Department for Transport guidance. The new zone will enable effective parking management whilst discouraging commuters from venturing to the borough.

Objection 3

A resident of the area objects to the proposals no one parks in their road on match days.

They have lived in the borough for 27 years and believe that the low response rate to the consultation is due to their location in the borough.

They explain that the proposals to introduce additional pay by phone parking bays is very unclear and that they already have visitor parking bays at the end of their street.

They feel that the east of the borough has to endure more restrictions than those in the west who seem to have shorter CPZ operational times.

They go on to say that it seems the Council will not stop until the whole of Haringey is one large CPZ.

Officer Response

Council Officers met with ward Councillors for Bruce Grove and West Green in January 2019. The Councillors highlighted concerns raised by residents regarding impacts of commuter parking during events at Tottenham Hotspur Stadium. It was agreed that the Council should consult residents to understand the extent of pressure being felt.

A response rate of 16% was achieved from the BRG CPZ area, along with a 15% response rate from BGN CPZ area. These rates were above the required threshold of 10% required by Haringey CPZ parking policy to enable a decision to be reached.

The operational times of controlled parking zones are determined by the outcome of a consultation and in agreement with ward Councillors and relevant Cabinet Member.

Objection 4

This resident would like the Bruce Grove CPZ to remain as it is. They believe that the current restrictions are working fine and that it will create problems if they were to change.

Officer Comments

Council Officers met with ward Councillors for Bruce Grove and West Green in January 2019. The Councillors highlighted concerns raised by residents regarding impacts of commuter parking during events at Tottenham Hotspur Stadium. It was agreed that the Council should consult residents to understand the extent of pressure being felt.

The operational times of controlled parking zones are determined by the outcome of an informal consultation based supported by the Council's CPZ policy.

Objection 5

A resident objects to the extended parking controls on event days. They would prefer to remove the extended restrictions altogether and reduce the parking times as they do not understand how the poorer parts of the borough are penalised more than the affluent areas.

They believe that the Council should make more effort or find a different method of communication with the people of the poor parts of the borough, for whom English is not their primary language.

Officer Comments

A variety of proposed operational times are included within the questionnaire. The times which receive the most support is implemented. The Council has a CPZ programme that covers many areas of the borough. This programme has been developed based on requests and where we have identified demand for parking controls.

Our questionnaires are simplified to make it easier for all languages to understand and a translation service is available upon request.

Objection 6

This resident strongly objects to merging the two zones. They explain that by merging the CPZs, we are looking to deal with excess demand for car ownership in on some streets, not by managing that demand but by exporting that demand to streets where car ownership is lower.

They say that Car ownership in London is lower among lower income households, so the proposals negative impacts are likely to be concentrated on streets where these groups are more represented

They ask if this effect been captured by an equalities impact assessment and considered as part of the decision making process, as per the Council's public sector equalities duty under the 2010 Equality Act.

They are disappointed to see the Council, not living up to the positive ambitions it sets out in its transport strategy, local implementation plan or climate change action plan. They explain that larger the CPZ, the more short trips residents can make by car with free parking at the other end, which will harm local air quality and increase road danger and congestion. They go on to say that as well as contradicting Haringey's strategies/action plans, it also contradicts the Mayor's Transport Strategy and its aim to reduce car travel, as well as more recent Street space for London guidance on car parking. The latter stresses the importance of using parking to discourage unnecessary car journeys to relieve pressure on the roads, particularly at a time where public transport capacity is reduced.

They continue by saying that this document also identifies over 15 per cent of Haringey's households don't have a car but do have someone with a driving license (figure 4) meaning they could choose to get a car if walking, cycling and public transport don't meet their needs (a particular risk at the moment given COVID). As less than half of the borough own a car to start with, this means there is considerable potential for higher car ownership if the Council attempt to cater for it. The same document (figure 3) however shows that Haringey's streets have one of the highest proportions of road space already dedicated to residents' parking in London (17%). Adapting CPZs to provide more "parking opportunities" is unsustainable and other solutions, such as capping the number of permits and operating a waiting list (as practised by Brighton and Hove Council according to the TfL guidance) need to be looked at instead if our streets aren't to become ever more full of parked cars.

Officer Comments

The Council's aim of merging the CPZs is to provide local residents with more parking opportunities, especially those residents who are currently located on the boundary of each zone. This will allow residents to park closer to their home and reduce the number unnecessary vehicle trips to find parking space. The reality is that the introduction of parking controls will displace parking to uncontrolled areas. It is the Council's responsibility to manage parking as effectively as possible and respond to complaints of parking congestion. The introduction of parking controls has many benefits that includes improved parking opportunities by removing commuter parking; a reduction of local traffic trying to find car parking space and improved local air quality.

It is important that the Council discourages multiple car ownership by encouraging the uptake of sustainable modes of travel which ensures a less congested road network and kerb space. We do accept that car ownership needs to be managed and one of the ways the Council will do this is by introducing a surcharge to second and subsequent permits purchased per household. This charge is planned to be introduced in spring 2021.

It is recognised that that lower income groups will be more adversely affected by charges associated with CPZs, but this is seen as being outweighed by health benefits such as lower pollution, and making it easier for people to park close to their homes. Existing parking controls already exist during the daytime, and these proposals will help protect parking from commuters at times when events are held at the stadium.

The CPZ programmes and associated policies and strategies are designed to bring benefits for all residents in Haringey. All residents will benefit from a reduction in traffic congestion and high polluting vehicles; improved health from improved air quality; and

safer streets. These are seen as mitigating against the impact of parking charges which do impact on low income groups.

Improvements in air quality are likely to benefit older people, younger people, those with disabilities and/or long-term health conditions, and BAME communities who are overrepresented among residents of areas with high levels of air pollution.

Furthermore, the Council has due regard when developing its CPZ programmes and parking policies, with consideration of the negative impacts that they may have on any equality groups. CPZs have a positive impact on those with mobility difficulties as more spaces are identified for disabled parking.

A concessionary rate discount of 50% is applied to all visitor permits for those aged 65 or over, or if registered disabled.

In spring 2021, the Council will be introducing a free virtual residential permit for Disabled Blue Badge Holders to park within their local CPZ for a vehicle registered to them. This will replace the companion badge scheme and the requirement to display that permit. This will continue to help the badge holder protect themselves against theft. As the permit is virtual, there would be no need to display anything in the vehicle. The Disabled Blue Badge must be used when parking on yellow lines, or in pay by phone bays, and disabled bays.

As a result of double yellow lines at junctions, there is also increased protection which will protect dropped crossing and prevent dangerous parking at these locations and thereby further assist those with mobility difficulties. Typical benefits are likely to be as follows:

Mothers with young children and elderly people generally benefit most from controlled parking as the removal of all-day parking (e.g. commuters) frees up spaces closer to residents' homes. These groups are more likely to desire parking spaces with as short a walk to their destination as possible.

The retention of double yellow lines at junctions will ensure level crossing points are kept clear. Parking bays directly outside homes, shops and other local amenities will make access easier, particularly by blue badge holders for long periods of the day.

A shift to sustainable modes of transport including walking and cycling will ensure that:

- Children have the best start in life e.g. less pollution and better air quality and improved road safety.
- All children in the borough will be happy and healthy as they grow up e.g. less pollution and better air quality and improved road safety.
- All adults are able to live healthy and fulfilling lives, with dignity, staying active and connected in their communities e.g. prioritised parking for local residents and their visitors, accessible junctions to promote walking & cycling.
- Dedicated disabled bays for residents who need them.

The Council will monitor the effectiveness of its policies and will ensure that they are kept under review so that they continue to deliver on its objectives in light of changing

circumstances. When setting or reviewing parking charges and policies, the Council considers the following;

- statutory or legal requirements that may affect the setting of fees
- car ownership patterns;
- the increasing demand for parking;
- traffic management issues;
- market conditions – (parking charges in other boroughs);
- cost of delivering the service; and
- impact of charges on relevant stakeholders.

Objection 7

Haringey Living Streets object to the Bruce Grove and Bruce Grove North merger.

They are highly disappointed as it directly contradicts a number of Haringey Council's public commitments which they have outlined below.

- To get more people to choose walking, cycling and public transport as means of travel by... managing parking demand and provision on the borough's road network.
- To deliver our health ambitions by... reducing overall motor vehicle movements" (2018 Haringey Transport Strategy).
- Limiting the availability of parking... can support more walking and cycling" (2018 Haringey Transport Strategy), (All from the 2018 Haringey Transport Strategy).
- Whilst low carbon forms of motorised transport do exist, there are still air quality issues associated with these solutions (e.g. tyre wear and braking). Furthermore, congestion issues are not solved by making every car electric. For these reasons, the Council will prioritise investment and delivery of public and active transport modes.
- Cycle sharing, cycle infrastructure, parking restrictions, walkable streets, pedestrianisation and prohibition of vehicle use in some contexts can all help deliver a mode shift for the borough.
- Under the Climate Emergency Scenario, the number of journeys made by petrol and diesel vehicles need to decrease at a much faster rate than the 2050 Scenario: the number of petrol and diesel journeys need to be halved by 2024.
- The intention of this is to decrease emissions at a faster rate... the Council has the power to reduce these emissions through CPZs...
- There will be a presumption in favour of reallocating public highway spaces currently allocated to private and business vehicles (e.g. car parks, roads, on-street parking) to prioritise active travel (wider pavements and cycle lanes) and green space. To increase accessibility across our neighbourhoods for all.

- To roll out a resident led CPZ programme and review existing CPZs to ensure that they continue to meet the demands of residents and businesses in order to maximise coverage across the borough, reduce car usage as far as possible and manage visitors to the borough by car. (2020 draft Haringey Climate Change Action Plan).

They have explained that by increasing the size of the CPZ, Haringey would be effectively be providing free destination parking that is currently not available, encouraging short trips to be made by car rather than walking or cycling.

They believe that encouraging this pattern of travel directly contradicts the Council's stated intentions to prioritise walking and cycling and reduce motorised vehicle movements (including halving petrol and diesel journeys in just four years - which will not be possible without discouraging short car trips).

They urge the Council to reconsider these proposals in light of its own commitments, and we request the release of any impact assessment relating to how these changes could change travel patterns if the plans do proceed.

Officer Comments

The Council's aim of merging the CPZs is to provide residents with improved parking opportunities, especially for those residents who are currently located on the boundary of each zone. This will allow residents to park closer to their home and reduce the number of unnecessary vehicle trips trying to locate a parking space.

There are limited parking opportunities within the extent of the proposed CPZ area. By increasing the operational times to cover event days, will prohibit vehicle drivers from exploiting parking opportunities in this area which has been highlighted as a problem by both residents and Ward Councillors.

The provision of improved cycle, pedestrian and low traffic facilities is wholly dependent on government funding. Where successful in obtaining funding, these measures still require community support and can only be progressed where the majority of those responding are favour in favour of the proposals. Until measures can be funded and agreed by the community, the Council has a duty of care to manage parking and the impact of commuter generated parking problems. Currently, controlled parking zones are one of the best tools Council's has to achieve this.

Where requested kerbside cycle storage is proposed, the Council must undertake a statutory consultation, and if this successful the storage unit is installed removing vehicle kerbside parking.

It is important that the Council discourages multiple car ownership by encouraging the uptake of sustainable modes of travel which ensures a less congested road network and kerb space. We do accept that car ownership needs to be managed and one of the ways the Council will do this is by introducing a surcharge to second and subsequent permits purchased per household. This charge is planned to be introduced in spring 2021.

Objection 8

Bruce Grove CPZ to remain as is, with no changes to the operational times on event days. Sunday 8am to 8pm sounds ridiculous, central London is free at that time.

Officer Comments

This Council has received a number of complaints in relation to parking congestion during event days. Councillors have also highlighted concerns raised by residents regarding impacts of commuter parking during events at the stadium.

In January 2019 it was agreed that the Council undertake an informal consultation to understand if residents and businesses supported any changes to the existing Bruce Gove CPZ. The outcome of that consultation showed that the majority of those responding supported event day controls.

Event day restrictions prevent commuters from driving to the borough to park in uncontrolled roads, reducing parking opportunities for residents. The controlled times will mean less commuters will be discouraged from driving into the borough meaning a less a congested road network, with improvements to local air quality during event times.

5 Chief Finance Officer Comments

- 5.1 Provision for the implementation of the proposed measures to the CPZ was made in the Parking Plan capital budget for 2019/20.
- 5.2 Associated costs that includes community engagement, inventory of existing site conditions, design and implementation will be met from existing agreed budgets.
- 5.3 Annual running costs will be managed within existing agreed staffing arrangements and budgets.
- 5.4 Parking controls will be enforced by existing agreed in-house civil enforcement officers (CEOs). The income from permits and parking control notices has been taken into consideration in setting the annual revenue budget.
- 5.5 Incremental changes to CPZ areas can be met in the short term by diverting existing staffing resources. Eventually, the cumulative effect of additional administration and enforcement will require additional officers to be recruited. This has been taken into consideration when setting the Medium Term Financial Strategy (MTFS) and the budgets take this into consideration. Any additional staffing needs would be subject to a separate report.

6 Traffic Management Order process

- 6.1 Before reaching a decision to make the necessary Traffic Management Order to implement or amend a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 (as amended) ("RTRA") and the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 (as amended) ("the Regulations"). All representations received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.

- 6.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA
- 6.3 The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within the ambit of section 6(2) of the RTRA.
- 6.4 When determining what paying parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway
- 6.5 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
1. the desirability of securing and maintaining reasonable access to premises.
 2. the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 3. the national air quality strategy.
 4. facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 5. any other matters appearing to the Council to be relevant.

7 Comments of the Assistant Director of Corporate Governance

- 7.1 The legal position and statutory requirements for consultation are set out in section 6 of the report. Public consultation has been undertaken and due consideration given to representations by the public. As long as the statutory consultation is undertaken and due consideration similarly given to representations made, there is no reason why the Council should not be entitled to proceed with its proposals in accordance with the Regulations.

8 Equalities and Community Cohesion Comments

- 8.1 The Council has a public sector equality duty which will require that if agreed, the recommendations in the report are implemented in a way that will ensure that no group protected by section 4 of the Equality Act 2010 suffer disproportionate adverse impact as a result. Care would have to be taken for example to ensure that any new parking arrangements or schemes would include appropriate provision for disabled parking and the protection of other vulnerable road users such as children and older people.

9 Summary

- 9.1 The BRG zone operates as an all-day CPZ and the evidence shows that there are commuter parking problems outside of those times, particularly during event held at the stadium.
- 9.2 Combining both BRG and BGN CPZs will provide greater flexibility of parking for residents living near to the boundaries.
- 9.3 The merger of BRG and BGN into a single zone, and the introduction of event days controls will benefit residents and businesses and reduce the likelihood of commuter parking activity. These changes will also help reduce parking stress by offering improved parking opportunities overall.
- 9.4 The low number of objections received to the statutory consultation demonstrates that the majority of residents and businesses do not oppose the merger of the BRG and BGN.
- 9.5 The review consultation shows that the majority of those responding from BRG CPZ area favoured the merger of the two CPZ's, with BRG adopting event day controls.
- 44% of the responses were in favour,
 - 35% were not in favour,
 - 21% did not have an opinion.
- 9.6 During the consultation Ward Councillors raised concerns for the lack of shared use, or short stay parking facilities to accommodate visitors in the wider area. Council officers offered assurances that additional Pay by Phone parking bays had been identified and will be implemented as part of this review.

10 Recommendations

- 10.1 It is recommended that the Cabinet Member for Transformation and Public Realm Investment, and Head of Service for Highways and Parking:
- I. Note the feedback of the consultation
 - II. Approve the merger of Bruce Grove and Bruce Grove North CPZs
 - III. Approve the extended area operates during event times, Monday to Friday 8am to 8.30pm, Saturday & Sunday 8am to 8pm, Public Holidays Noon to 8pm
 - IV. Approve that additional Pay by Phone parking facilities are installed at various locations within the extended Bruce Grove North CPZ area.

List of Appendices

Appendix 1

Statutory Consultation Document

Appendix 2

Proposed New Merged Bruce Grove North CPZ Area.

Appendix 1

Statutory Consultation Document (3 Pages)

Traffic Management

Ann Cunningham: Head of Operations



12 August 2020

Parking Consultation & Feedback

Bruce Grove North and Bruce Grove Controlled Parking Zones (CPZ)

Dear Resident or Business,

In February 2019 you may recall the council undertook a review of parking controls in your area. Questionnaires were distributed, giving residents the opportunity to feedback their views on the operational aspects of the CPZ. Based on your feedback, Ward councillors, the Cabinet Member for Neighbourhoods and council officers have now agreed how to proceed.

Consultation Feedback

Bruce Grove North CPZ area

Of the 1814 properties that were consulted, 272 responses were received representing a 15% return rate. Overall, there was a positive response to the existing CPZ controls, with 72% of those responding saying that the CPZ made it easier to park. When asked about operational times, 51% of those who responded wanted the controls to remain the same, 30% wanted shorter operating times and 20% supporting evening controls.

As the majority of residents showed support for the operational times to remain the same, the council will not be proposing any changes.

Bruce Grove CPZ area

We carried out a review of this area to understand the level of support to merge both Bruce Grove and Bruce Grove North CPZs. The council had been receiving reports of parking congestion, and problems with finding parking space, particularly where the two zones meet. Merging both zones will provide greater flexibility and parking opportunities, especially for residents living near the boundaries. The council had also received requests to introduce event day controls as complaints had been received in relation to commuter parking activity, associated with the opening of the new Tottenham Hotspur Stadium.

Of the 468 properties that were consulted, 75 responses were received, representing a 16% response rate.

When asked, "Are you in favour of combining the Bruce Grove CPZ with the Bruce Grove North CPZ"

44% of those consulted were in support of these changes, 35% objected and 21% had no preference.

Full details of the outcome of both reviews are available on the council's website at www.haringey.gov.uk.

Next Steps

Given the level of support to merge both zones and introduce event day controls in the Bruce Grove CPZ area, we are proposing to merge the two zones so that they operate as 'Bruce Grove North'.

This means the operational times of the CPZ area will remain **Monday to Saturday 8am to 6.30pm**, and the event times will operate **Monday to Friday 8am to 8.30pm, Saturday & Sunday 8am to 8pm, Public Holidays Noon to 8pm**. A map is enclosed that shows the extent of the new proposed zone.

The council will also introduce additional shared use and short stay Pay by Phone facilities throughout the area to provide improved parking opportunities for visitors.

A statutory consultation on these changes will begin on **Wednesday 12 August 2020** and provides a 35-day period for people to comment or object on the proposals. We have extended the consultation to allow You can contact us by emailing traffic.orders@haringey.gov.uk. Please ensure that Bruce Grove North is the email subject title of your email. Alternatively, you can write to us at the address shown on this letter.

The closing date for comments, objections via email or post is **Wednesday 16 September 2020**.

What Happens Next?

Any comments or objections will be considered by the Cabinet Member for Neighbourhoods and Head of Service for Operations before a decision is made. The council will contact you to let you know the outcome and any agreed next steps.

With thanks for your attention, we look forward to hearing from you.

Yours faithfully,



Operations: Traffic Management

Traffic Management
River Park House, 1st floor
225 High Road, Wood Green
London N22 8HQ
www.haringey.gov.uk

Appendix 2
Proposed New Merged Bruce Grove North.CPZ Area.

