

Panel Evaluation

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The need for action, not more discussion about problems, was reiterated. The waterfront areas in particular were regarded as assets, however, one of the main challenges associated with these sites is the disparate number of land owners, which can make unlocking the land more difficult.

It was noted that schooling is rarely put forward as a regeneration driver, that participants should also consider employment opportunities and other assets, such as parks, as additional drivers of change.

In the panel's view, there is no reason why Tottenham cannot have the same quality buildings as Westminster, and lack of/poor design proposals from developers have historically caused delays in the process, particularly on the former GLS site.

A small bus route linking the Hale site to the High Road was viewed as a positive measure to help improve east-west linkages, and provide a high economic benefit. It was argued that boroughs have some power to make their own decisions and spend their own money in this area.

Participants were urged not to forget that Tottenham is a part of London, and that the Hale plan cannot solve all of the problems in its area.

The ability to achieve a balance between the emerging and existing communities is partly tied to the establishment of a coherent vision for Tottenham Hale; the need to decide what it is that the Council actually wants is imperative.

The panel also stressed that there is a need for positive reinforcement and leadership (championship) from senior council and community stakeholders, encouraging others to buy in to a shared vision.

Conclusions

The group felt that LB Haringey was looking at 'easy' solutions, and wasn't facing up to bold, large scale interventions – ones that may well be unpopular with certain businesses and sections of the community in the short term.

The feeling was that simply tidying up the High Road and attempting to reduce or control traffic flow wouldn't be enough, a connected Vision for the entire road, communicated well, is necessary to encourage Tottenham's diverse and frequently transient populations to notice and be proud of their High Street.

As TfL has a high degree of control over transport and associated infrastructure, LB Haringey has to work hard to argue its case for major traffic changes, such as the removing of a 'red route' down Tottenham High Road or the remodelling of the 'Racetrack' gyratory system at Tottenham Hale.

The Vision for the area must tackle the fact that much of the population is transitory, and to begin to connect them more definitely to their 'roots' in Tottenham.

The group felt that the ideas for the major masterplan were dead, and felt that LB Haringey needs to re-engage with consultation. It thought that a new Big Idea, with close reference to involving those who live in Tottenham, is required.



Workshop and report organised by

The British Urban Regeneration Association:
The Independent voice of Regeneration

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The British Urban Regeneration Association has provided a forum for the exchange of ideas, experience and information for the diverse regeneration sector since 1990. As the leading independent champion for those involved in regeneration, BURA's unique strength comes from its wide range of members from the private, public, voluntary, community and academic sectors.

BURA identifies and promotes best practice in regeneration, guiding and inspiring the sector's evolution and exploring the social, economic and environmental issues involved for all parties. BURA's dynamic cross-sector think-tank, the SDF, helps to shape and influence regeneration policy. The Association offers national and regional networks, pioneering and practical modular training programmes, diverse and constructive events and campaigns addressing key issues on the regeneration agenda, in particular the long-term development of the regeneration workforce itself.



Re:Invigorate Tottenham

Multi-disciplinary holistic thinking for mixed income communities

Introduction

London Borough of Haringey (LBH), with BURA and North London Strategic Alliance (NLSA), hosted a Re:Invigorate workshop held in Tottenham, London on 30 April 2007. It brought together major developers, political leaders and principal regeneration professionals

from across the borough and beyond. A new approach to encourage cross-disciplinary inspiration, the Re:Invigorate programme brings people together to try out holistic physical, social and economic masterplanning in real places. The plan is that ideas will translate into action.

The Workshops

The purpose of the session was to explore the challenges and opportunities associated with regenerating two neighbourhoods in the Tottenham area:

Tottenham High Road – an historic high street in an area of extreme deprivation; and

Tottenham Hale – a significant development zone adjacent to the River Lea

David Hennings, Assistant Director of Economic Regeneration, LBH set the challenges for the participants:

- How do we harness the full potential of the Tottenham Hale Masterplan?

- How do we reduce long-term deprivation?

- How do we add momentum to the High Road and even expand retail at Tottenham Hale?

- What opportunities exist to build linkages between the High Road and Tottenham Hale?

Participants' Comments

"The event was a superb opportunity for me to step out of my comfort zone and tackle challenges with which I don't usually engage (eg Physical regeneration). It was great to work with a multi-disciplinary team on a real issue"

"To make sure action can be kickstarted, ALL key players need to be involved."

"The area has great potential both physically and socially. Partnership that is driven and meaningful is required to achieve the full potential."

"The lack of coordination across the public realm is quite frightening. There are many people with good ideas but little chance of harnessing them. Bring back strategic planning."

"Taking some time to think is good, outsiders can help clarify your ideas."

Tottenham Hale Workshop

Chaired by Jess Steele, Head of Consultancy, DTA

Linking Sites and Strategies

- The key issue gleaned from the walking tour was the need to establish linkages between the two neighbourhoods and consideration needs to be paid to the types of uses that might attract people to the High Road from the Hale, and the route that they might take. The challenge is to integrate a range of social, economic, physical and transportation strategies
- Need to consider a balance between new and existing residents; not all problems can be solved through these schemes. The focus needs to be centred on realistic benefits for the neighbourhood, such as schools, health centres, employment opportunities, shops and improved access, and the existing community needs to be involved in the process
- The provision of local jobs was seen as critical, so that current residents can increase their spending power

Vision

- A strong vision for the community is critical to the success of the scheme. Housing is useful in achieving a sustainable community, and the park, open space and water areas were also valued as being at the heart of the vision
 - Long-term management essential, particularly in ensuring an enhanced and accessible public realm, avoiding buy-to-let scenarios, and for ensuring joined up delivery
 - Flexibility was also seen as important to the new vision, with life-long housing opportunities being favoured
- It was asserted that marketing should start early on in the process, ideally on Day 1, from product development through to promotion, to help disseminate the vision for the community.

Part of the vision for Tottenham Hale involves determining what kind of people are going to live in the community. Whilst students were viewed as important in developing an evening economy, young people were also thought to generate particular needs that might be currently overlooked, such as water safety considerations.

Joined-up Delivery

- A 'visible champion', who can be involved 100% as a leader in this scheme
- A multi-disciplinary team whose efforts are focused exclusively on Tottenham Hale. Partnership opportunities between landowners and agencies were seen as critical, with the Council would playing the role of enabler
- The suggestion that Thames Water take on a larger role with a shared approach to marketing was also identified, and events such as festivals and carnivals would be beneficial

Importance of Infrastructure

- Physical infrastructure: it was agreed that the tube station and gyratory projects should be addressed as a single scheme. The station scheme is at the ideas stage and the Council is trying to evaluate their options through discussions with Network Rail, who are seen as critical to receiving funding
- Social infrastructure influences other parties, particularly the health and education sectors
- The schemes must be seen within the context of significant growth, not just in LBH, but beyond, and the need to have more than one borough involved was also cited as important.

Tottenham High Road Workshop

Chaired by Geraldine Blake, Community Links

Built Environment

These good quality buildings designated for conservation could form an attractive core for local regeneration activity.

- Preserving heritage should be evidence-based and look at whose heritage we're protecting, for which communities, and at what cost.
- New uses may bring greater benefit than protecting old uses; and preservation must serve a greater purpose, eg creating additional jobs or training opportunities.

Vibrancy & Diversity of the Area

- The High Road shows a diverse mix of uses, with no empty stores, plenty of shoppers and lively street life. There is green open space, plus plenty of outdoor trading
- Previous plans to focus larger scale retail in specific sites along the High Street are currently being revisited
- Possibilities for sports-based regeneration at the Tottenham Hotspur FC end of the High Road through a mixed use offering, encouraging fans to spend longer in the region and eat, drink and shop
- Park and ride services and additional local bus routes suggested to improve the generally good transport links
- A missed opportunity was highlighted on the High Road to re-use empty space as a hot-desk centre for community projects, potentially becoming the most diverse building in Europe!

Strong Communities

- Consultation should focus on involving, rather than informing, the community and not focused on standalone events. Eg a popular scheme in Blackpool focused on handing out materials in supermarkets.
- Train local people, and provide resource and services, to become useful and positive voices in community engagement.

Public Realm

Tottenham High Road (THR) the A10, is the major red route into central London, which does not encourage visitors to stop and shop. TfL is responsible for much of the public realm (pavements, railings) – a problem not found outside of London.

- Any real solution to this problem would involve re-routing the red route, even with all the difficulties this entails
- A shared space scheme could be a solution, at least on parts of the road
- The proposed Green bridges-expensive and funnel people from A to B rather than offer mobility choices
- The length of THR presents a management problem. The group suggested that the street be zoned to focus development and activity

Town Centre Manager is coordinating the High Road development to implement excess street clutter, improve building facades and bring existing spaces back into new use and is having positive effects on the public realm and the cross-agency communication.

Big Ideas proved universally popular with the group as a means of building civic pride. Connecting a strategic 'Big Idea' with the practicalities of delivery has been the downfall of many regeneration schemes.

Housing

Tottenham is a gateway for new communities and has been targeted for 'buy to let' and temporary accommodation. The housing in the area must be tackled first to ensure that any new businesses and services in the area can be supported locally by residents.

Outer London Boroughs

There is a conflict between Tottenham High Road's vision, which is of slowing traffic and developing public space and facilities, and the London Plan that sees Tottenham High Road as the main A10 route through North London to strategic central development sites.

