



**TOTTENHAM'S FUTURE
COMMUNITY LIAISON GROUP MEETING REPORT
CLG 2 – North Tottenham West (incorporating High Road west)**

Date	Thursday 23/1/2014
Time	19:00-21:00
Venue	Irish Centre Pretoria Road, N17 8DX

DISCUSSION 1 – CREATING A FULLY CONNECTED COMMUNITY

Summary of general points not shown on map

Pedestrian access

- There is a lack of public conveniences, needs to be more facilities near the station for when people come off the trains. There are plenty brought in on match days. Why only then! Would need to be maintained and managed to ensure drug dealers don't use them. ANOTHER TABLE: Alleyways – due to lack of public toilets, alleyways are becoming unofficial public toilets and smell of urine.
- State of pavements is terrible - likely to injure yourself. They aren't repaired, very narrow busy, and often have puddles. ANOTHER TABLE: Pavement slabs – seems like there is no strategic planned programme for fixing broken/damaged paving slabs. Commonly held view that contractors took short cuts and just added sand underneath slabs to give the illusion that it was level
- All pavements should be tarmac because it is easier for older people to walk and it is easier to repairs than pavements
- Not appealing to walk around Tottenham in the evening - nowhere of interest to go in Tottenham.
- No signposting for walking routes, eg: signs that give number of steps from x to x (ties into health and well-being)
- Security - improve 'experience' of walking through Tottenham
- Provide signs that describe story or history of Tottenham.
- Want a street market that is easy to access, and events that bring people together

- Waste from businesses and retail – means that when walking pedestrians have to navigate past the rubbish, which is spilling onto the street.

- Query whether Veola picks up in the West of Borough first or if there business/retail waste is collected earlier.
- Tottenham Marshes - Haringey is not exploiting the asset, the potential of the Marshes is being wasted • Why isn't there signage to the Marshes? • Improve cycling and walking route along the canal/waterway at the Marshes. Noted that footpath on Hackney side is much better maintained than Haringey side • Council / Haringey Councillor representative on the board of Lee Valley Authority should do more to request improvements and residents should be encouraged to vocalise this request.

Public transport

- On match days it takes over an hour for the buses to return to regular service. If managed better it shouldn't take this long. People are being inconvenienced.
- New stations must have level access.
- In future when doing up stations include cycle lane provision. White Hart Lane great response from GLA.
- Safety is an issue at stations.
- Need to invest in better standards at the stations, should be same standards as newly redeveloped stations. ANOTHER TABLE: Stations warmer, friendlier than buses. Clean. Better customer relations. Need better visual experiences about the station - don't look attractive.
- Improvements on Overground – keep to timetables/run regularly.
- Buses - congested, not helpful - poor customer service, smelly. Poor understanding of where they are going - for people who do not know their way to the area
- Poor east-west connections – W3 needs to be more frequent
- Should have fare subsidies for young people to assist when in training
- Encourage youngsters to have confidence to use public transport
- Where is job creation going to be? Create transport where industrial and business area is going to be to help people access work
- Advertise transport routes to Tottenham's treasures - green areas and heritage.

Cycle access

- Need safe cycle routes. ANOTHER TABLE: Better publicity on designated 'safe' blue sign cycle routes across the borough. Some were aware of the cycle route (not via cycle lanes) from Northumberland Park to Wood Green, but felt it needed to be better publicised
- Cyclists ignore road signs, don't heed lights
- It's too frightening to cycle - roads not big enough for cars and bikes. Need designated lanes that have bigger gap between them and cars. ANOTHER TABLE: Roads are unsafe for cyclists
- Bike routes without impinging on cars

Roads and car travel

- Too many speed bumps on roads generally - perhaps make them smaller
- Parking for shoppers to support local businesses.