



SPECIAL ISSUE
SEPTEMBER
1969

BARNET

LONDON BOROUGH COUNCIL

CIVIC NEWS

THE CIVIC ADMINISTRATION CENTRE



NOTATION

boundary of
proposed site



CONTENTS

Front Page

The Civic Administration
Centre

Page 2 & 3

Draft proposals for
controlled parking zone at
Church End, Finchley, N.3.

Page 4

Hampstead Garden Suburb
Area—through traffic

Larger scale copies of this plan can be seen in the Borough Architect's Department, Gateway House, 322 Regent's Park Road, Finchley, N.3.

From its inception the Barnet London Borough Council has utilised the various offices of the former constituent authorities which are situated in various parts of the London Borough.

The situation of these premises has made it most difficult to co-ordinate and administer the functions of the Council and from the very beginning of its life the Corporation had in mind the necessity of a Civic Administration Centre in which all the various offices could be housed.

The former Finchley Borough Council already owned and latterly purchased a number of properties in Regent's Park Road north of East End Road. In November, 1964, the Barnet London Borough Council decided that necessary action be taken to acquire the site formed by 274/290 Regent's Park Road to form part of a site which, together with the other premises already owned by the Corporation, could be developed for Civic Ad-

ministration purposes and since that time a number of other properties in the vicinity have been purchased.

Location of the Site

The proposed location has the following advantages:—

- (a) the area is centrally situated in relation to the population of the London Borough and is already well established as the centre for many of the Council's technical and social services which are at present located in the nearby Gateway House and subsidiary premises;
- (b) communications to the area are good, in that
 - (i) the site is located close to the junction of two primary distributors, namely A.504 East End Road and A.598 Regent's Park Road. These permit access from the north, south and east and, together with ac-
- (c) the proposed Civic Administration Centre will be well located for the journey to work of existing Council employees and, whilst there may be some change in the distribution of residences of employees in the future, it appears unlikely that this will be substantial.

cess to the west via A.504 Hendon Lane, provide good private transport communications to the site from all directions;

- (ii) the site is also well located in relation to public transport in that two Green Line and five Central bus routes pass the site giving access from High Barnet, Edgware, Cricklewood, Childs Hill, Hendon and East Finchley. The Northern Line underground station at Finchley Central is approximately 200 yards from the area under consideration;

Continued on page 3 col. 3

DRAFT PROPOSALS FOR CONTROLLED PARKING ZONE AT CHURCH END, FINCHLEY, N.3

One of the more pressing problems confronting local authorities throughout the country today, and in large conurbations in particular, is what to do with the motor car—to keep it moving and to park it.

The Greater London Council, who are the traffic management authority for the whole of Greater London, in-

cluding the London Borough of Barnet, requested London Borough Councils in August, 1968, to co-operate in implementing a programme of controlled parking zones which the Greater London Council had prepared, the object of which would be:

(a) To promote the free flow of traffic;

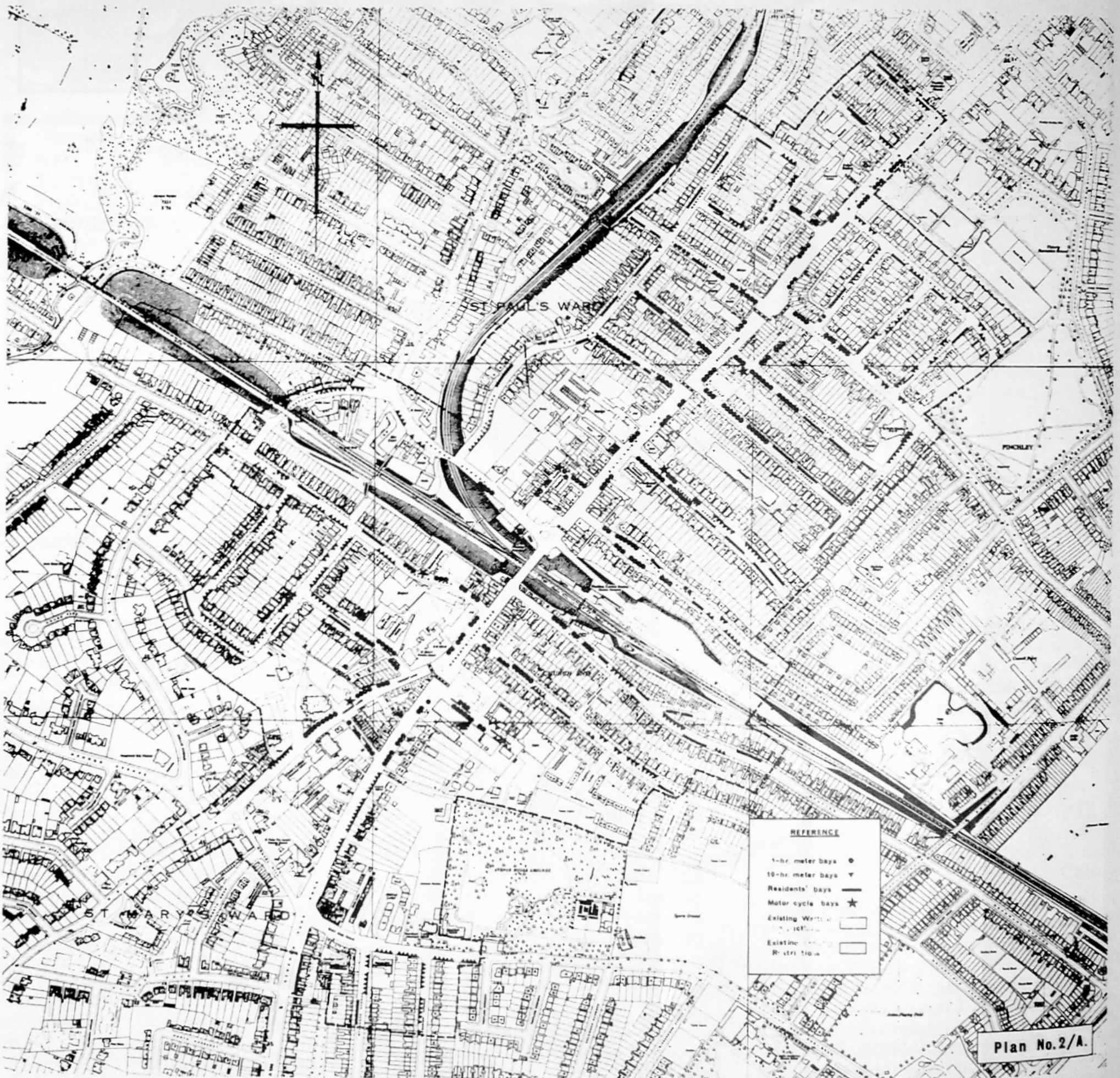
(b) To enable goods vehicles to load and unload without double banking;

(c) To provide parking places for residents.

So far as the London Borough of Barnet was concerned, the programme was as follows:—

LONDON BOROUGH OF BARNET.

PROPOSED CONTROLLED ZONE : CHURCH END, FINCHLEY, N.3.



Larger scale copies of this plan can be seen in the Borough Engineer and Surveyor's Department, 322 Regent's Park Road, Finchley, N.3.

Place	Possible date of Operation
Church End, Finchley, N.3.	June, 1969
East Finchley, N.2. North Finchley, N.12. Whetstone, N.20.	By March, 1970

The Highways Committee of the London Borough Council had previously, in March, 1968, approved the principle of the introduction of the comprehensive control of street parking in appropriate areas of the Borough.

Draft proposals for the implementation of a controlled parking zone at Church End, Finchley, N.3, have been considered by the Public Works Committee of the London Borough Council and, before deciding whether to approve them, the Council has decided to give them the fullest publicity.

A plan showing the area to which the draft proposals for a controlled parking zone relate is on display at Gateway House, 322 Regent's Park Road, Finchley, N.3, and at the majority of public libraries throughout the Borough. A leaflet has been prepared, too, explaining in general terms the manner in which the proposals will operate if and when they are put into operation. The Council has also sent details of the draft proposals to approximately 2,000 residents and local organisations within the area of the proposed controlled parking zone in order to afford them an opportunity of individually commenting on the proposals.

The following details are set out to explain the draft proposals:—

Hours of operation

The hours of control (i.e. "permitted hours") in respect of the proposed scheme will be the period between 8.30 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive, any such day not being Christmas Day, Good Friday or a Bank Holiday. Outside permitted hours (i.e. 6.30 p.m. to 8.30 a.m.), the provisions of the Order will not apply and parking on the public highway within the controlled zone is subject to general traffic legislation. Therefore, outside the hours of control, as there will be no restriction on parking, all night-time demand for parking space would be satisfied as far as possible.

Facilities for Residents

Residents within the controlled zone may obtain a resident's permit from the Council at a charge of £1 per annum and will then be entitled to park on any available space in the 'residents only' parking zone. This

permit must be displayed inside the windscreen in a holder issued with the permit. Parking spaces are not allocated to individual residents and the granting of a resident's permit does not guarantee that a space will always be available in a particular residents' parking place, but, once the scheme has settled down, it is hoped that permit holders will have no difficulty. It will be an offence for non-residents to park in a residents' parking place.

Private motor cars, goods carrying vehicles, motor cycles and invalid carriages owned and used by resident permit holders may be parked in residents' parking places. A number of cycle parking places will be provided where solo motor cycles and scooters may be parked free of charge and without time limit. Gaps will be provided in parking places to allow for vehicles wishing to load or unload.

The Order will be enforced by the Wardens' Service of the Metropolitan Police.

Parking facilities for non-residents

During permitted hours passenger vehicles, goods vehicles, motor cycles and invalid carriages may be parked in metered bays (spaces marked on the road by white lines with parking meters alongside) upon payment of the appropriate charge. In many parking places gaps will be left between groups of parking bays to facilitate the picking up and setting down of passengers and the loading and unloading of goods. Parking in a residents' parking place, or in those parts of the street not marked out as parking bays will not be allowed. The latter are subject to "No Waiting" regulations and parking in the former would constitute an offence against the Order.

Types of Meters and Charges

Two types of parking meter will be available for use by the general public:—

- Short term meters up to one hour;
- Long term meters up to ten hours.

The charge for a vehicle left in a short term bay will be 1s. for any period of up to one hour. The charges for parking in the long term bays will be as follows:—

- 1s. for 2 hours, or
- 2s. for 4 hours,
- 3s. for 6 hours,
- 4s. for 8 hours,
- 5s. for 10 hours.

Extra coins may not be put into a meter after the initial charge has been paid. It will also be an offence to leave a vehicle in a metered parking bay without payment, except when tak-

ing advantage of unexpired time paid for by a previous occupant. If the vehicle is not removed upon expiry of the time paid for, the excess charge will apply to the later vehicle, as it would have applied to the original vehicle.

It should be appreciated that these are at present only draft proposals and amendments may be made to them. Should any person or organisation require further information or clarification an officer is available at the Borough Engineer and Surveyor's Department at Gateway House, 322 Regent's Park Road, Finchley, N.3.

Before reaching a final decision the Council will consider any written comments which are received from members of the public and local or other organisations before 30th September, 1969. These should be sent to the Town Clerk, Town Hall, Hendon, N.W.4.

CIVIC ADMINISTRATION CENTRE

Continued from page 1

Accommodation

The building would contain a Council Chamber and Committee Rooms, together with provision for a staff of approximately 1,400.

The possible provision of a Public Hall in the vicinity of the proposed Centre will be considered and it is also proposed that the Committee Rooms should be available for public letting.

Parking facilities for 1,000 cars is envisaged.

Financing

Since 1967 the Council have set aside every year from rate income an amount of approximately £260,000, the equivalent of a 3d. rate, to finance part of the cost of a Civic Administration Centre.

The money is invested and with interest should accumulate to a substantial sum before it is required to be spent.

Availability of Plans

Members of the public and interested organisations are invited to inspect details of the proposals set out in the Report of the Development and Research Committee of 8th July, 1969, and the plans of the proposed site for the Civic Administration Centre, in the Borough Architect's Department, Gateway House, 322 Regent's Park Road, Finchley, N.3, and to submit any observations thereon to the Town Clerk, Town Hall, The Burroughs, Hendon, N.W.4, by 30th October, 1969.

HAMPSTEAD GARDEN SUBURB AREA — THROUGH TRAFFIC

The Development and Research Committee have recently considered a report prepared by the Borough Engineer and Surveyor and the Borough Planning Officer with regard to pilot studies they have made, in consultation with the Greater London Council, of the Hampstead Garden Suburb environmental area. In preparing the report an area of Hampstead Garden Suburb was considered in relation to the pattern and volume of through traffic to ascertain whether the impact on the environment by this traffic was such as to warrant traffic engineering action and, if so, to suggest possible courses of action.

For the purposes of the study, the boundaries of the area were taken as part of Finchley Road to the west, Falloden Way and Lyttelton Road to the north. The Bishops Avenue to the east and parts of North End Road, Hampstead Way, Wildwood Road, Ingram Avenue, Winnington Road and Hampstead Lane to the south. The

area of the Suburb to the north of Falloden Way and Lyttelton Road was not included in the report as this forms a separate traffic problem.

A survey of traffic indicated that the same vehicles form 56% of the traffic during the morning peak periods on two consecutive days. It is estimated that during the morning peak period the five schools and one hospital in the area attract a total of 250 vehicles. In addition, approximately 750 vehicles are generated by the residents in the area and approximately 2,300 vehicles pass through the area.

There are eight through traffic routes in the area, four from the north, two from the north-west, one from the west and one from the west and east. Plans indicating the routes are included in the report but it is pointed out that through traffic percolates along a large number of possible combinations of streets for each route.

A number of roads in the study area are carrying traffic flows in

excess of their theoretically calculated environmental capacities. Observation also suggests that, at certain times, more through traffic is using particular routes in the area than is desirable, bearing in mind its particular character and residential use but the effects of this traffic on pedestrian delay do not appear to be particularly serious. The tendency of car owners to park their vehicles partly on the footpath, because of the volume of traffic, detracts from the visual qualities of the area and could cause inconveniences to pedestrians. Noise levels are high at 11 p.m. and from 6 a.m. to 7 a.m. Traffic levels exceed the desirable, and the effects of these levels, whilst not being serious, are as much as should be tolerated in this area.

When preparing the report consideration was given to methods of removing through traffic from the area and to the ability and suitability of alternative routes to absorb the increased loads which could result from such measures.

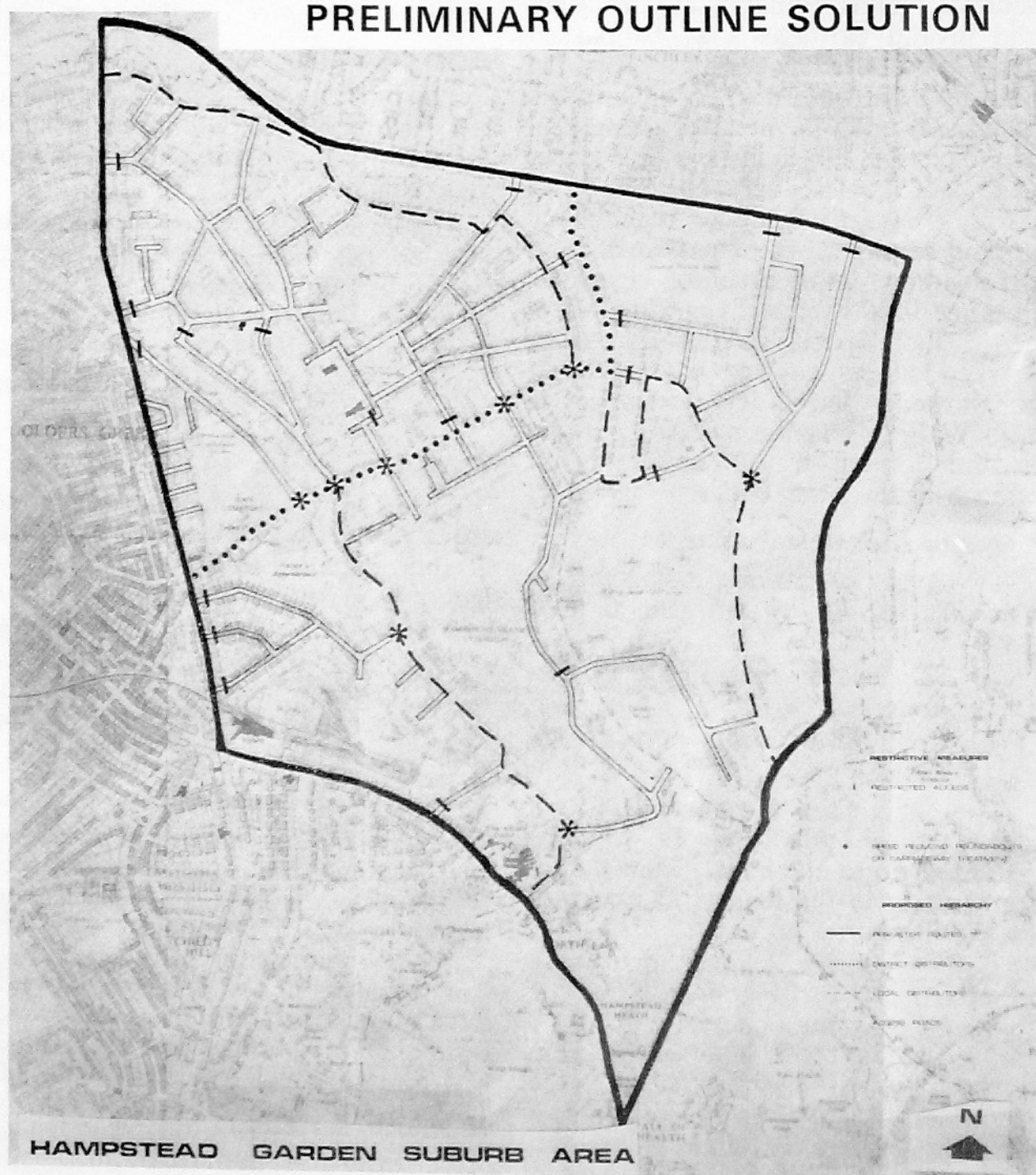
It would be necessary to introduce vigorous traffic measures on part of Finchley Road, particularly in Golders Green, and to widen Falloden Way and Lyttelton Way. Other re-routed traffic could be accommodated by The Bishops Avenue, North End Road, Spaniards Road and Hampstead Lane.

The Chief Officers put forward a suggested solution by which a hierarchy of roads is established for the area within the perimeter roads. They propose that two kinds of roads should be provided viz. distributor roads designed for movement and access roads designed for servicing buildings. Through traffic could be restricted by closing selected minor roads but traffic management measures such as "No Entry" or "No Right Turn" signs could be incorporated. On through traffic routes which remain, it is proposed that measures should be introduced to slow traffic down.

The Council has approved the draft scheme, as illustrated on a plan, as a basis for discussions with interested organisations including the Hampstead Garden Suburb Residents' Association, the new Hampstead Garden Suburb Trust and the Conservation Area Advisory Committee when constituted.

The report of the Chief Officers, including the plan referred to above, is available for inspection by the public in the offices of the Town Clerk at the Town Hall, The Burroughs, Hendon, N.W.4, and in the offices of the Borough Engineer and Surveyor and the Borough Planning Officer at Gateway House, 322 Regent's Park Road, Finchley, N.3.

PRELIMINARY OUTLINE SOLUTION



Larger scale copies of this plan can be seen in the Town Clerk's Department, Town Hall, Hendon, N.W.4, and in the Borough Engineer and Surveyor's and Borough Planning Officer's Departments at Gateway House, 322 Regent's Park Road, Finchley, N.3.