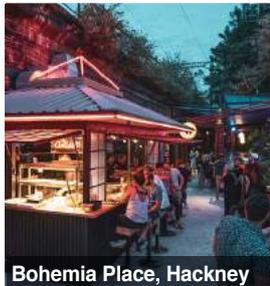


## Inspirational Examples



## 5 Parades - Making Hub (Hoop Lane)

End of Broadwalk Lane, second low-rise block, Telephone Exchange and Hoop Lane bridge and arches

- Low-rise building block with low-quality architecture contrasts with historic shopping parades.
- Dividing wall between railway arches and Broadwalk Lane creates a dead-end before the rear of 'Gold's' Factory Outlet.
- Railway arches could host alternative uses to add further variety to the High Street offer as they become available.
- Opportunity to create new pedestrian links beyond the High Street following the railway arches (along the Jewish Family Centre, up to The Riding).
- The railway arch across Hoop Lane is majestic and frames a view of St Edwards Church.
- Although outside of the Town Centre boundary, the Telephone Exchange is an historic building that has a strong presence and could offer the area significant character and interest if enhanced. Explore potential for existing use to be located elsewhere.
- Opportunity to open up existing Telephone Exchange courtyard to the public and / or more active uses. If existing wall is removed this space could become more generous and connect to the north side of the railway arches.



Majestic railway arch across Hoop Lane



Heritage opportunity of Telephone Exchange



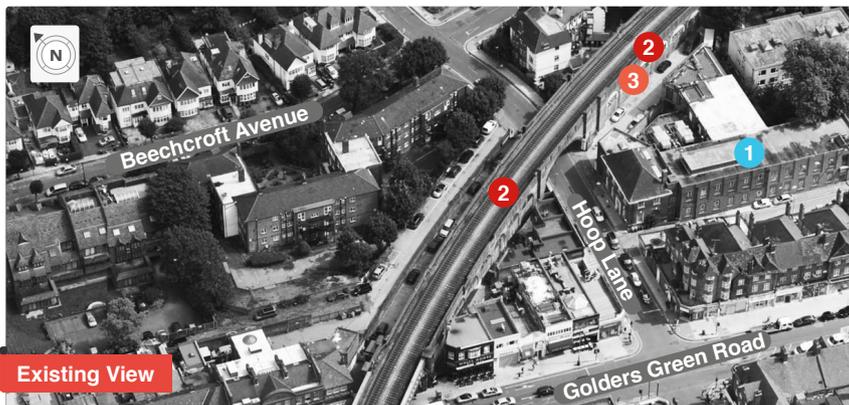
Underused buildings



Railway arches could create new pedestrian links 24

### Key stakeholders

- |                        |                          |
|------------------------|--------------------------|
| 1 British Telecom      | 3 Arches users           |
| 2 Transport for London | Barnet Council           |
|                        | Individual landowners    |
|                        | Businesses and residents |



Existing View

## 5 Parades - Making Hub (Hoop Lane)

End of Broadwalk Lane, second low-rise block, Telephone Exchange and Hoop Lane bridge and arches

### Short-term Improvements | 1 to 2 Years

#### 1 HOOP LANE GREENING

- Public realm improvement on Hoop Lane up to the beginning of the Broadwalk Lane and railway arch. Signage to Golders Green Crematorium and Temple Fortune.

#### 2 RAILWAY BRIDGE IDENTITY

- Clean historic brickwork of the railway arch over Hoop Lane. Introduce new lighting and consider a public art intervention to mark the town centre arrival.
- Extend the Town Centre boundary.
- Consider opportunity to reinstate historic street cobbles under the railway arch.

**INFLUENCE:** Potential community / stakeholder-led projects

#### 3 RAILWAY ARCHES

- Broadwalk Lane linked to railway arches by removal of dividing wall to open up a positive public realm with active frontages.

### Long-term Improvements | +5 Years

**INFLUENCE:** Potential community / stakeholder-led projects

#### 4 TELEPHONE EXCHANGE OPPORTUNITY SITE

- Efforts should be made to encourage the holistic assembly of the low-rise block and Telephone Exchange site to ensure a coherent scheme is brought forward that maximises the site's value. Include historic building enhancement of Telephone Exchange, including lighting.
- Street cobbles restored or re-provided, notably within the courtyard.
- Active frontages onto the street as part of a new development of the low-rise block.
- Opportunity to extend the retail offer and to develop a new creative hub set around a courtyard in the Telephone Exchange and nearby arches. A mix of flexible workspace for start-ups, artist studios and makerspaces should be considered.

#### 5 LINK

- Create a more direct pedestrian connection between re-purposed railway arches and new Neil's Yard-'esque' social and lively courtyards.

#### 6 NEW HOUSING

- Opportunity for new housing on private land to provide active frontages along the mews.

#### 7 FOOD HALL & MAKER HUB OPPORTUNITY SITE

- Redevelop unharmonious low-rise block with new context sensitive mixed-use development. Potential for a food hall with co-working space for creatives and artists above. Consider a comprehensive development with the activation of the railway arches.



## 5 Parades - Active Mews and Lanes

### Accommodation Road and town centre back-streets, mews & lanes

- Disorganised parking and refuse bins clutter and detract from the qualities of Accommodation Road mews.
- Existing rear extensions undermine the heritage status of listed buildings and the Conservation Area.
- Street suffers from poor quality lighting.
- Mews is not publicly owned and historic street cobbles add character but provide uneven surfaces that limit accessibility.
- The mews are not visible or well signposted from main roads or the high street.
- The existing passage between the High Street and Accommodation Road (by The Head Room Cafe) is not visible or well used.
- The mews behind the High Street are used for servicing, small businesses and social or religious functions. They have the potential to add depth to the town centre and strengthen activity, providing secondary character areas and alternative routes for pedestrians.
- Recent developments show positive examples of quality in-fills (eastern end of Accommodation Road) and considerate, more ambitious architectural interventions within the conservation area to give it a refreshed image and provide new studio homes.
- Individual planting enhances the quality of the streets.

#### Key stakeholders

Barnet Council  
Individual landowners

Local businesses  
and residents  
(Accommodation Road  
and Golders Green Road)



Existing View



Backyards: clutter and refuse



Heritage along Accommodation Road



Mews streets have potential for new uses



Eastern end of Accommodation Road

### 5 Parades - Active Mews and Lanes

Accommodation Road and town centre back-streets, mews & lanes

#### Short-term Improvements | 1 to 2 Years

**INFLUENCE:** Potential community / stakeholder-led projects

##### 1 STREET

- Attractive street environment with well-lit and active frontages providing natural surveillance and an enhanced sense of security.

##### 2 SIGNPOST UNIQUE ROUTES

- Encourage improved signposting and celebrate the unique routes ('parades') that exist between the High street and mews.

##### 3 GREEN & CLEAN

- Greening projects and encouragement of green roofs and terraces with consideration for sustainable urban drainage principles.
- Integrated bin storage and defined parking spaces encouraged within new developments to minimise visual clutter within public areas.

##### 4 IMPROVE ACCESS

- Retain and / or reveal historic cobbles where possible with localised relaying to improve accessibility.

#### Long-term Improvements | +5 Years

**INFLUENCE:** Potential community / stakeholder-led projects

##### 5 DENSIFY

- Use high quality infill projects to intensify use in this area while respecting the listed status of buildings. This could include new homes, employment and workspace. A study into a suitable typology and aesthetic is encouraged to guide any future development in these areas.

##### 6 DIVERSIFY

- Residential uses such as co-living spaces for young professionals and live-work units should be explored to help drive footfall and encourage a mix of uses and activate the ground floor.

#### Short & Long Term Vision



## 5 Parades - The Promenade High Street Parades on Golders Green Road

- Whilst wide and generous, the space of the high street is not pedestrian-focused. It is dominated by the road and traffic. People waiting for the bus sometimes prevent pedestrian movement to flow.
- There are no safe routes for cyclists.
- Delivery vans are sometimes double-parked.
- Long stretch of unbroken, characterful and urbane Victorian high street frontage. However the length of the blocks result in poor pedestrian permeability.
- Two outstanding buildings are small landmarks creating interesting vistas (façade above Café Nero and Warman-Freed Pharmacy which has been there for over 60 years).
- First floor balconies and access walkways offer interesting relationships with the street.
- The building fabric above the shops is generally poorly maintained. Anecdotally these are owned by private landlords and many are in multiple occupation and short term lets. This results in transience and seeming lack of care and responsibility.
- Poor quality and inconsistent shop frontages and spilling out onto the public realm leads to visual clutter and physical obstruction and detracts from the valuable architecture.
- Positive activation of the street from cafés and restaurants: planting and outdoor seating areas.
- New paving and tree planting is a positive addition.
- East-west orientation offers good opportunities to form local micro-climates and pocket gardens.
- Northern side tends to be more busy, due to convex curve and strong vistas along the street.
- A number of units, in particular the large number of restaurants, are open until 9pm, creating a safe and lively atmosphere into the evening.

### Key stakeholders

Barnet Council  
Individual landowners

Local residents and  
businesses



Existing View



Long stretch of unbroken and characterful and urbane Victorian high street frontage



Passageway under Armitage Mansions



Inconsistent shop frontages

**5 Parades - The Promenade**  
High Street Parades on Golders Green Road

**Short-term Improvements | 1 to 2 Years**

**1 PARKLETS**

- Increase pedestrian and cycling / public space and reduce road and car parking. Additional pedestrian crossings and traffic-calming features
- Trial temporary 'parklets' and spaces for planting, sitting out (south facing) and bike racks – develop a special street furniture collection and sell it – use the public realm as a display space and provide space for pop-up markets

**2 STREET CLOSURES**

- Trial street closures (eg Sunday's) for temporary street markets, community events and festivals

**3 HERITAGE LIGHTING**

- Develop a new approach to lighting that promotes and enhances the historic character of buildings and public realm.

**INFLUENCE: Potential community / stakeholder led projects**

**4 SHOPS**

- Undertake a business engagement and support scheme. Council to develop guidance for visual merchandising to support enforcement of shop displays and how they interact with the high street
- Improve shop frontages to enhance historic features and welcoming awnings for weather protection. Work with tenants and landowners to improve external spaces with seating and public art
- Review and consolidate commercial deliveries and waste collection

**Long-term Improvements | +5 Years**

**5 PEDESTRIAN-FRIENDLY HIGH STREET**

- Transformation of the High Street into a shared street with unified surface, pedestrian priority and traffic calming features. Space for community parades, kiosks, events and temporary interventions/ installations (see a few ideas next page)
- Explore opportunities to encourage drivers to use other routes into Central London to relieve congestion on Golders Green Road while preventing an increase in traffic onto side roads and considering the requirements of National Express coaches

**6 SUSTAINABLE TRANSPORT**

- Create a designated cycle lane and increase bicycle parking along Golders Green Road
- Sustainable transport – consider consolidated freight, car club, electric car charging points and add bus stops

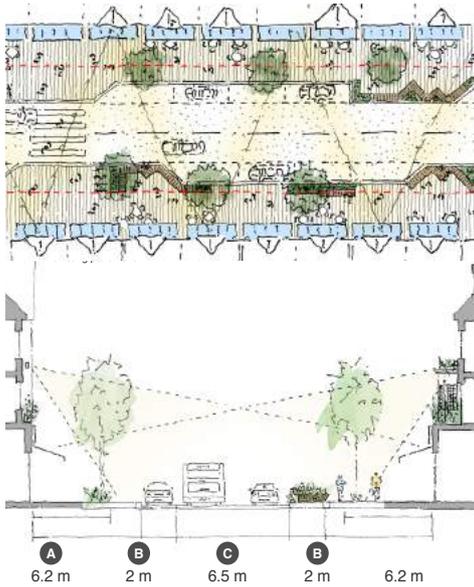
**Short & Long Term Vision**



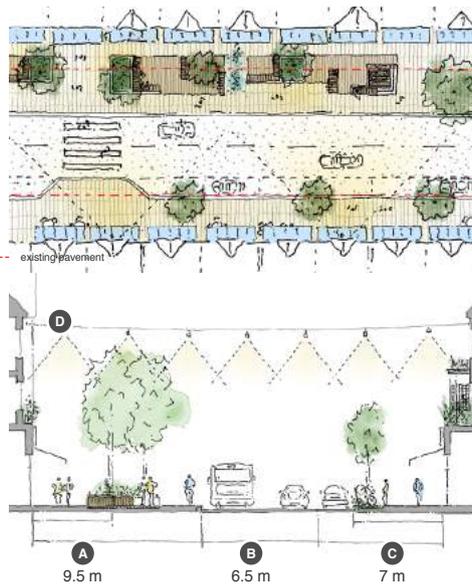
## HIGH STREET DESIGN IDEAS

The high street has the potential to be comprehensively transformed as a pedestrian-focused space, contributing to the appearance and life of the area. Three options represent various degrees of ambition from incidental green space to widened pavements incorporating new supplementary uses, rationalised parking and delivery provision or an ambitious 'shared space'. Consideration should be given to integrate cycling, sustainable drainage, servicing, deliveries and integrated infrastructure to support events and pop-ups.

### Idea ONE



### Idea TWO



### Idea THREE



Cycle hoop Parklet, Hammersmith



Constitution Avenue, Canberra



Passeig De St Joan Boulevard, Barcelona

Improve pedestrian environment through the use of selected parking bays as permanent 'parklets' and the rationalisation of existing carriageway widths to allow for increased pavement widths. In the short-term, temporary 'parklets' could be introduced to test public appetite and potential implications on traffic flow or town centre parking.

A - Reduce existing carriageway widths to current standards to gain increased pavement width.

B - 10% of existing parking bays are given over to 'parklets'.

C - Carriageways

reduced in width to allow greater public space to be created, providing additional space for cycling.

D - Upgrade existing facade mounted lighting to illuminate street at night.

Removal of existing parking spaces (approx 40-50%) on the southern side of the street to create a more generous, south-facing pedestrian landscape.

A - A widened pavement provides a centralised 'leisure zone' beneath a series of trees. South facing, this will provide space for recreational uses - benches, children's play areas and café terraces.

B - Carriageway widths reduced.

C - Existing parking provision and footpath retained.

D - Opportunity to explore suspended luminaries to unite the space.

Creation of a 'shared space' through the significant removal of 80-90% of existing on street parking. There will a minimal level change between footpath and carriageway with an enforced speed limit and new landscape interventions providing a softened barrier between the two zones.

A - The removal of cars brings a clear social value to the high street, with a variety of new uses and functions in a greatly increased public realm alongside biodiversity and sustainability ambitions. Designated cycle lanes could be introduced.

B - Carriageways are understood as a shared zone with little material distinction, prioritising people above cars.

C - Traffic-calming filters are essential to force traffic to slow down.



# 5 PARADES PRIORITIES



The majority of respondents agreed or strongly agreed with 5 Parades character area identified as the beating heart of Golders Green, formed by the elegant Edwardian building façades.

The community welcomed the proposals to create a more pedestrian friendly and green high street and proposals to support the business community to undertake shop front improvements. On the latter point, people would welcome guidance to coordinate the shops, however this should provide flexibility so as not to prevent businesses from expressing their unique identity.

Support was also shared for the proposal to link Broadway Walk to the railway arches and for increasing pedestrian and cycling space.

There was considerable support for creating additional employment space in the town centre. People welcomed ideas to utilise under-used assets such as the railway arches and the telephone exchange to provide flexible workspace, maker spaces and artist studios.

People raised concerns around the proximity of Brent Cross Shopping Centre and its proposed expansion limiting the retailers' desire to invest in Golders Green. They felt that more needs to be done to celebrate the local traders and independent retailers and businesses in the area to reinforce Golders Green as a local centre with a unique offer.

