

Part B – Local streetscapes

1. Borehamwood

1.1 Shenley Road

Shenley Road is Hertsmere's largest centre for leisure, retail and employment. Therefore, a high quality town centre environment is critical to help ensure the success of this main centre. All improvements undertaken in Borehamwood should be in accordance with the Elstree and Borehamwood Transport Plan.

Ground surfaces

- Street paving slabs on wide streets should be large. Small paving slabs on wide streets can look fussy. Therefore, any major repaving works within Borehamwood should use concrete paving slabs of 450 (w) mm x 450 (h) mm x 63 (d) mm or 600 (w) mm x 600 (h) mm x 63 (d) mm.
- A sufficient sub-base should be used at appropriate places, or reinforced concrete paving stones used at the edge of the footway nearest the kerb in order to prevent cracking or slipping from over running vehicles.
- Where repaving works are contracted out, high quality workmanship whilst laying the pavement can reduce premature lifting up of paving stones and avoid cracking and trips.
- Any variation of strong colour within the footways should be kept to a minimum. This generally provides for a less cluttered and untidy appearance and also it much easier to find appropriate replacements when necessary.
- A cost effective way to improve the streetscape would be to periodically pressure wash the footway.

Street lighting

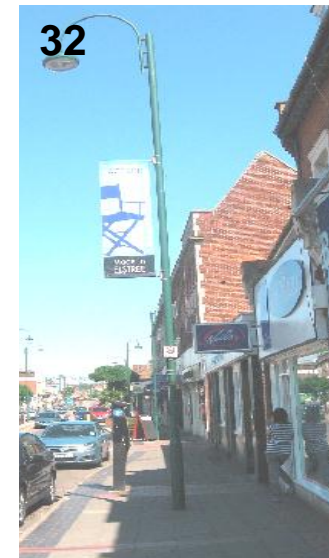
- Lighting columns, much like other street furniture, should contribute to the appearance of the streetscape. The placement of lighting columns does not always follow a clear pattern and disrupts pedestrian flow in some places. Therefore, any major work to the streetscape in the future could prioritise a replacement lighting scheme.



30. The paving stones in the foreground are not in line, where the slabs have been laid vertically rather than horizontally as at the top of the picture (Borehamwood).

31. Double headed or multiple headed lighting columns could be used to reduce the number of columns required

32. This lamp column is in the middle of the footway on Shenley Road



33. Borehamwood could benefit from further de-cluttering of signage, given the amount of street furniture, adverts and signage

34. Note how the street furniture sometimes does not follow a strict visual line unlike those shown in picture 16 and 18

35. 100mm thick yellow lines dominate the narrow width of the road either side of the island



Street furniture

- Some street furniture that has been identified within the streetscape does not follow a clear visual line. Where possible, these pieces could be moved.
- Any new additions of street furniture within the street scene should be placed along a clear visual line.

Signage

- Borehamwood town centre has a lot of signage and disused signage mounting poles, more so than in any other centre within the Borough.

Flower beds and hanging baskets

- Some of the vegetation within the planters in the High Street does not make a positive contribution to the appearance of the area. This is because the species has outgrown the planter, is not quite suitable to the context or may not have been sufficiently maintained. Improvements could be made in relation to the landscaping within the centre.

Road Markings

- The width of the yellow line road markings on Shenley Road dominate the street scene due to the implementation of an island reducing the width of the road to a single lane. The use of double yellow lines either side are necessary but the use of double yellow lines 100mm in width with a 100mm gap in between dominates the street scene. It is considered that the use of double yellow line that are 50mm in width with a 50mm gap in between would be more appropriate. As Borehamwood town centre is not designated as a Conservation Area, the traditional canary yellow colour is encouraged.

1.2 Leeming Road

Leeming Road is located within north Borehamwood and is a well-used neighbourhood centre that consists of two shorter parades of shops over both sides of the carriageway and includes a number of good design principles that could be emulated in other centres throughout the Borough.

Ground surfaces

- The subtle shades of coloured paving stones and patterns on the footways enhance the streetscape. However, footways need to be maintained and where funding is available, footway cleaning should be considered. Some repair works are required.

Street furniture

- Care has been taken to place the street furniture in a neat and legible manner, which also enhances the streetscape, although the benches should be replaced or refurbished.

Street trees

- Trees have been planted along Leeming Road, which has improved the quality of the neighbourhood centre. Nevertheless, there are still empty tree pits that need to be filled or removed.
- Existing trees should be trimmed regularly in order to prevent the branches from obstructing the CCTV cameras line of sight. Similarly where trees are already established, any new or re-sited CCTV cameras should be placed to take account of trees, with regard to future growth.



36. Note how the pattern has been laid incorrectly (top left).

37. The benches are damaged.

38. Trees help to create a sense of place.

39. Note the empty tree pits. Note the placement of the components of the streetscape in a clear visual line.



40. The bays to the right are too wide.

41. The width of the highway and footways could be remodelled to improve the balance between parking and other uses.

42. The street furniture at the crossing could be replaced or refurbished and the railings painted.

43. The street furniture could be replaced or refurbished.



1.3 Manor Way

Manor Way is located in the south of Borehamwood and is another well used neighbourhood centre, much like Leeming Road. The neighbourhood centre consists of one long parade of shops on a single side of the service road running parallel to the main carriageway.

Ground surfaces

- The main improvement for this neighbourhood centre would be to deep clean the footway.

Street furniture

- Due to the width of the footway there is limited scope for additional street furniture on the footway adjoining the shops. Any large pieces of street furniture would disrupt pedestrian flow.
- It has been noted that existing street furniture (litter bins and benches) are in need of replacement.

Street lighting

- Lighting columns have double heads, which is encouraged in other areas.

Bollards

- The bollards at the end of the parking bays could be replaced or repainted and near the crossing could be repainted.

2. Bushey

2.1 High Street, Bushey

Much of the High Street is located within the Bushey High Street Conservation Area. Therefore, any works to the High Street should ensure that the historical character is retained which includes avoiding the removal of granite setts and kerbs. Even a small number of minor works can be detrimental to the character of the Conservation Area over time, and it is important that appropriate materials and colours are used.

A limited programme of sign decluttering, bollard removal, guardrail reduction and footway resurfacing was recently completed along the High Street. Any further works undertaken within Bushey High Street Conservation Area should be prepared in consultation with Hertsmere's Conservation Officer and the recommendations of the Bushey High Street Conservation Area Appraisal. For the purposes of this manual, the High Street area is also considered to include parades to the south of the main district centre up to Sparrows Herne as this contributes to the role of Bushey as a retail and business district centre. The centre also benefits from the Southwest Hertfordshire Transport Plan, and any strategic works should be undertaken in accordance with this document.

Ground surfaces

- Bushey High Street's footways have in recent years detracted from the historic quality buildings that surround it and this is an area that has been highlighted by the Bushey High Street Conservation Area Appraisal. There is no historical precedence for paving stone within this area and so bitmac was used in order to improve a number of sections, which had deteriorated rapidly. However, higher specification materials could also be considered, where funding exists, as part of more comprehensive improvements to the High Street.
- Works have been undertaken to several crossings in order to make them safer for disabled users of the public realm. Whilst this is supported, a more appropriate material could have been used which reflects better the historical character of Bushey High Street whilst providing sufficient contrast within the street to aid disabled users of the public realm.

Street Lighting

- Any programme for replacing lighting columns should be carefully selected for use in conservation areas, which compliments the particular character. Lighting columns, as well as other elements of street furniture, could be painted black in this area. In addition, lampposts that are smaller in height than those that exist could be considered, depending on the classification and width of the road.

44. A good example of how the quality of the footway can deteriorate over time, where repairs have taken place and different materials are used



45. The granite setts have been removed and replaced with tarmac. This should be avoided in the future.



46. Utility companies works often result in an unsightly appearance, even when materials match. Resurfacing could be considered.



47. The blockwork used on carriageway crossings is too modern in design and colour and detracts from the historic environment. The material used in picture 64 below would have been more appropriate.



48. The planter should be repainted.

49. Only 50mm thick yellow lines should be used. The lighting columns are generally well placed in Bushey High Street but are of a standard design and are taller than the surrounding buildings which detracts from the character of the conservation area.

50. Note the colour and material of the footway in the foreground. This is the preference should any repaving works be undertaken.

Lighting

- Where lighting columns are replaced, placement principles outlined in section 2.2 of section A of this manual should be taken into consideration

Signage

- Notwithstanding the recent decluttering, it is important that relevant organisations liaise where new signage is required. Mounting poles should be shared and signage kept to a minimum in order to protect Bushey High Street's historical character.

Bollards

- A rationalisation of bollards along Bushey High Street has resulted in a reduction in their overall number.

Guardrail

- Where new or replacement guardrail is required, they should follow the principles outlined in section 2.4 of section A of this manual. In addition, any guardrail used within Bushey High Street Conservation Area should not be standard specification guardrail that are used outside of Conservation Areas. Any guardrail should also be painted black.

Cycle stands

- Sheffield style cycle stands placed near existing street furniture are a relatively neutral feature in the street scene. In Bushey High Street they should be painted black.

Road markings

- Within Conservation Areas, yellow line road markings should be 50mm in width with a 50mm gap in between the colour should be primrose yellow only. This is to ensure that road markings do not detract from the high quality built environment that constitutes a Conservation Area.

2.2 High Road, Bushey Heath

High Road, Bushey Heath is located at the southern end of Bushey and the quality of the streetscape can generally be described as good. The High Road is a good example of how well the different components can work to increase the overall quality of the streetscape.

Ground surfaces

- The street paving is of a good quality and clean in the High Road, especially on the south-western side (picture 52). The brightness of the footways should be maintained through regular cleaning.
- The lack of strong contrasting colours on the south-western side of the street (image 52) should be replicated on the north-eastern side of the street (image 51) where funding for new paving works is available.
- Any future major repaving works could consider the use of larger paving stone as outlined in section 1.1 of section A of this manual.

Street furniture

- The street lighting is generally well-placed and compliments the streetscape.
- Some of the street furniture, such as cycle racks and a litter bin would benefit from repainting (in black). Regular maintenance will be required to ensure that the Bushey Heath High Road retains a good quality streetscape.
- The guardrail by the traffic lights are not overly dominant in the street scene due to their colour and short length. An assessment should still be made as to if the length could be reduced.

Street trees

- The north-eastern side of the High Road benefits from wide footways and tree planting could further enhance the visual amenity of the area.

Public amenity street furniture

- The telephone kiosk blocks pedestrians desire lines and could be moved to the back of the footway (away from the carriageway).



51

51. Note the well-placed street furniture, although the bin in the foreground could have been placed a little more to the left.

52. Note how the tree and clean neutral paving contributes to the sense of place.

53. The telephone kiosk could have been placed between the trees to ensure a clear visual line.



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3. Elstree Village



Elstree Village centre consists of a small number of commercial units, a restaurant, places of worship and residential properties. Nevertheless, the small centre is sited within the Elstree Conservation Area and as such, great care should be taken to enhance the centre's streetscape in order for it to compliment the predominantly historical buildings. This includes any improvements or changes arising from the Elstree and Borehamwood Transport Plan, which identifies certain measures, which could be undertaken at Elstree Crossroads, and all works undertaken in the village should be in accordance with the Transport Plan.

Ground surfaces

- High quality neutral footway is a priority within Elstree. This is because the footway is uneven, causing potential difficulties for disabled users.
- Care should be taken to retain or replace appropriate historic material such as granite kerbs.

Traffic management and Street furniture

- Lighting columns should not be of a standard design within the designated Conservation Area
- This small village centre is at the junction of busy roads. Due to this, Elstree suffers from a high proliferation of traffic lights, guardrails, keep left bollard signs and other paraphernalia associated with an important junction. As and when improvements are made to the operation of the junction, the bollard signs could be replaced with hoop mounted, externally-lit keep left signs. The number of required guardrails should also be reviewed and where retained, they should be replaced in line with the guidance in Part A of this manual.
- There are more than 12 sets of traffic lights at the junction and as part of any review of phasing and turning; the number of required traffic lights should be reviewed in accordance with the Elstree and Borehamwood Transport Plan.

54. The junction at Elstree detracts significantly from the historic environment. Although the junction cannot be changed, improvements can be made in order to enhance the historic environment. It is recommended that all guardrails, traffic lights and lampposts should be painted black.

55. Bollards should be evenly spaced in a line along the edge of the footway.

56. This lamppost is well placed, as it does not cause undue pedestrian obstruction on this narrow walkway.

57. Basic principles such as street cleanliness can improve the public realm.

4. Potters Bar

4.1 Darkes Lane

Darkes Lane is an important centre, containing Potters Bar train station and the largest shopping area in the Borough outside of Borehamwood. Therefore, it is vital that the quality of the townscape provides positive first impressions to visitors and a significant number of lighting and public realm improvements were carried out in 2005, funded by Hertsmere Borough Council.

As with the High Street, Darkes Lane could be further improved by small, appropriately located 'welcome' signs. However, care would need to be taken in the size, colour and placement of any potential 'welcome' signs to ensure that they improve the town centre. A number of detailed interventions for pedestrians and cyclists in Darkes Lane have also been identified in the emerging Potters Bar Urban Transport Plan, including the relocation of a number of pedestrian crossing areas. These improvements should be undertaken in line with the principles set out in this manual, and the Transport Plan.

Ground surfaces

- Good design principles dictate that where street are wide, larger paving stones should be used.
- In addition, the strong, bold colour of the existing paving stones contrasts with the strong, bold colour of the lighting columns. Therefore, any future re-paving works should consider a lighter, more neutral colour.
- A cost effective way of improving the streetscape would be to clean the footway.

Street furniture

- Much like High Street, Potters Bar, the lighting columns here are generally well placed with logical spacing in between columns. The use of double-headed lighting columns to light both the road and pathway reduced the need for a lot of lighting columns. This scheme could be replicated in Hertsmere's other centres.
- Some of the street furniture such as benches and Sheffield cycle stands are overdue for replacement.
- Several superfluous signs and disused mounting poles have been identified.

Traffic management

- As outlined in section 4.2 of section A, the two centres within Potters Bar could be the first district centre to integrate the preferred style of keep left signs.

Lighting

- A new lighting scheme was introduced to Potters Bar in 2005 but the area under the railway bridge remains unwelcoming and poorly lit. A bespoke lighting scheme would enhance the attractiveness of this area which can be intimidating for pedestrians and cyclists and which effectively divides the shopping area on Darkes Lane.

58. The installation of the preferred style of keep left signs would improve the quality of the streetscape.



59. The footway and concrete bollards here should be cleaned



60. The lack of guardrail here should be emulated elsewhere where possible, together with the use of other street furniture to deter vehicles on the footway.



61. The area under the railway bridge is enclosed and uninviting. It would benefit greatly from a bespoke lighting scheme

4.2 High Street, Potters Bar

High Street, Potters Bar is one of two main shopping centres in Potters Bar. The identity of the two town centres could be further improved by small, appropriately located 'welcome' signs. However, care would need to be taken in the size, colour and placement of any potential 'welcome' signs to ensure that they improve the town centre. For the purposes of this manual, the High Street area is also considered to include parades to the north of the main district centre on the High Street and on Hatfield Road, as all these units contribute to the wider function of this part of Potters Bar.

Ground surfaces

- The footway material in the High Street is of a different material than the other parts of the Borough that subtly enhances local distinctiveness. Care has been taken to integrate inspection covers into the footway. Therefore, this centre is not a high priority with regards to re-paving. Nevertheless, the footway here will require good quality maintenance work and cleaning.

Street furniture

- Several superfluous signs and disused mounting poles have been identified.
- Street furniture could always follow a clear visual line so as not to disrupt clear desire lines.
- The street lighting in this centre is generally well placed on the footway with good spacing in between lighting columns. Therefore, replacement street lighting here is not a priority, although care should be taken to ensure that regular maintenance is undertaken.

Traffic management

- The two centres within Potters Bar could be the first centres to replace the box illuminated keep left signs and integrate either the hoop or bounce back style of keep left signs, in line with Section A paragraph 4.2 of this manual.



62. Replacement with preferred style keep left signs would improve the quality of the streetscape.

63. The use of this lighting column to display parking information is encouraged.

64. This redundant lighting or sign column should be removed if it is not in use, and signs moved where appropriate.



5. Radlett

A large part of Radlett's district centre is located within the boundary of the Radlett North Conservation Area. As with Bushey High Street, any proposals should be carried out in conjunction with Hertsmere's Conservation Area Officer and in line with the Radlett North Conservation Area Appraisal recommendations.

Ground surfaces

- Overall, the appearance of Radlett's streetscape is of a high quality. Nevertheless, regular maintenance must be undertaken, with particular reference to the pedestrian and vehicular accesses to the car parking facilities in the centre. The general principles of good streetscape design outlined in section A of this manual should be adhered to, in order to ensure that this centre maintains its high quality.

Street furniture

- Some of the best practice examples could be emulated in other streetscapes such as the position and number of lighting columns used, the use of appropriate materials for the service road surface, evidence of recent tree planting, the sparing use of signage and the innovative use of existing mounting poles that has led to a noticeable absence in street clutter. Similarly, the street furniture that has been introduced is well positioned within the streetscape, and subsequently makes a positive contribution. It has been noted that there is a lack of cycle parking facilities within this district centre.

Traffic management

- As most of the district centre lies within Radlett North Conservation Area, is it considered that when the opportunity arises the 100mm wide yellow lines with 100mm gap in between in traditional canary yellow could be replaced with yellow lines 50mm wide with a 50mm gap in between, with the standard Conservation Area primrose colour on both the main road and the service road.



65



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65. The paving used in the service road enhances the conservation area through appropriate materials and colour. This should be considered in other historic environments within the Borough

66. 50mm yellow lines should be used within historic environment.

67. Good example of multiple signs on one pole. Note the use of the pole to denote the disable parking space.

67



68

68. Well-spaced bollards and lighting mounted on the building

6. Local Parades

There are at least ten local parades in the Borough containing shops and other businesses, which contribute to the character and function of local neighbourhoods. A number of positive and negative features are highlighted below but this is not an exhaustive list and the Council would welcome feedback on changes which take place within local parades and in particular, improvements need to be undertaken.

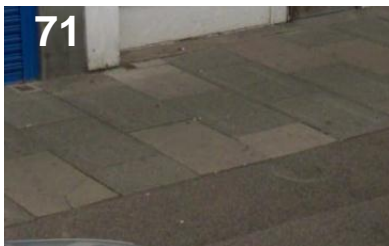
Some positive features identified in local parades:



69. Wide footway and/or forecourts in front of buildings



70. Well placed bollards to direct pedestrians, without over dominating the street or disrupting pedestrian flows



71. Some good examples of footway paving

Notable negative features in local parades:

72. The phone box and telecoms cabinet are in the middle of the footway, clearly blocking the flow of any pedestrians



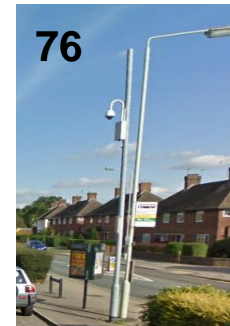
73. Poor carriageway surfaces



74. Private ownership of forecourts has led to lack of satisfactory maintenance of hard standing



75. Inadequate litter provision for an entire parade. The service road also needs resurfacing



76, 77. Unnecessary, or unused posts

78. A-boards blocking the footway in front of shops



7. Local Streetscape: Priorities

The table below has been designed to highlight the priorities of each centre within Hertsmere. The column on the far left outlines the general principle that is outlined in detail in Part A of this manual. The numbers assigned in each column thereafter are independent of one another. The numbers are scaled with 1 indicating the highest priority and 10 indicating the lowest priority for that centre. Numbers 1-3 has been highlighted in red, indicating the highest priority. Numbers 4-6 has been highlighted in amber, indicating less urgent priority. Numbers 7 – 10 indicating the least urgent priority. More detail regarding the type of works required for each category can be found in Part B of this manual.

	Borehamwood			Bushey		Elstree	Potters Bar		Radlett	All other local parades
	Shenley Road	Leeming Road	Manor Way	High Street	High Road	Elstree Village	High Street	Darkes Lane	Watling Street	
1. Ground surfaces										
<i>Street paving</i>	4	6	4	7	9	2	7	4	8	3
2. Street furniture										
<i>Signage</i>	3	10	10	7	9	7	6	6	8	5
<i>Street lighting</i>	1	10	6	7	10	1	9	9	10	7
<i>Bollards</i>	7	8	6	9	10	1	9	7	6	7
<i>Railings</i>	8	7	7	8	7	1	3	9	8	7
<i>Bins</i>	9	9	6	7	9	9	3	4	9	5
<i>Benches</i>	9	4	3	7	9	8	5	3	10	7
<i>Cycle stands</i>	9	4	10	7	10	9	5	8	9	7
<i>Public amenity street furniture and adverts</i>	9	10	10	10	4	9	10	10	10	4
3. Environmental improvements										
<i>Street trees</i>	10	3	10	10	3	10	10	10	10	4
<i>Flowerbeds and hanging baskets</i>	6	10	10	6	10	10	10	6	10	5
4. Traffic management										
<i>Road Markings</i>	3	10	10	2	10	5	10	10	2	10
<i>Keep-left signs</i>	10	10	10	10	10	10	8	8	10	10

Part C - Appendices

References

BEAMS for Hertsmere Borough Council – *Bushey High Street Conservation Area Appraisal*

BEAMS for Hertsmere Borough Council – *Radlett North Conservation Area Appraisal*

CABE – *This Way to Better Streets*

Department for Transport – *Inclusive Mobility*

Department for Transport – *Manual for Streets*

Disability Discrimination Act

English Heritage – *Streets For All: East of England.*

Hertfordshire County Council – *Borehamwood and Elstree Transport Plan*

Hertfordshire County Council – *Cycle Parking Guide*

Hertfordshire County Council – *Local Transport Plan version 3 2011-2031*

Hertfordshire County Council – *Potters Bar Urban Transport Plan*

Hertfordshire County Council – *Southwest Hertfordshire Transport Plan*

Hertfordshire County Council (Environment) – *Roads in Hertfordshire: Highway Design Guide*

Highways Act (1980)

Inclusive Design for Getting Outdoors (IDGO)

Local Government Act (2000)

Manual for Streets - Version 2 (2011)

New Roads and Streetworks Act (1991)

Hertsmere Borough Council Planning and Design Guide SPD

ODPM – *Safer Places*

Road Traffic Act (1991)

Statutory Instrument No. 3113
- *The Traffic Signs Regulations and General Directions 2002*

UK Associated of Chief Police Officers – *Secured by Design Principles*