

## MAKING CONNECTIONS LAND USE

While the building line and building orientation drawings indicate a cohesive uniform High Street, the land use drawing reveals that the High Street has only eight active shops in the entire village centre and five pubs, restaurants or cafes. These uses are spread between residential uses along the High Street.

The dominance of residential units results in a less vital village centre. It should also be noted that there are no community uses along the High Street (the community hall is located in the north west of the settlement).

In the 1995-6 Markyate Village Appraisal, 65% of those who use the village shops said one of the reasons they do so is because they 'just like to support local shops' and 72% said one of the reasons was to purchase 'last-minute items'. The shops are not the primary choice of shopping venues for residents, who prefer primary shopping elsewhere due to greater choice and cheaper prices.

As a result of the mix of residential and retail uses on the High Street, some residents feel that the limited parking on the High Street should be reserved for residents only.

There may be an opportunity to use courtyard space for community uses, evening economy uses or outdoor cafes.

### KEY ISSUES MCI: LAND USE

**MCIA**  
Most of the building uses on the High Street are residential use.

**MCIB**  
The shopping on the High Street primarily serves a community function or as an option for last-minute purchases.

**MCI C**  
The courtyard spaces may be of potential for community uses, evening economy uses or outdoor cafes.



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## MAKING CONNECTIONS CIRCULATION DEMAND AND LINKAGES

The circulation diagram to the right represents an analysis of existing circulation conditions with contributions made by local residents at the consultation event. Heavier lines denote heavier usage and thinner lines signify less frequent use.

### High Street

The High Street is the most heavily used road in the village, simultaneously used for through traffic, local shopping traffic, and local residential home-to-destination journeys. Consultation participants stated that they used the High Street for both shopping and social occasions, but that congestion due to traffic and the narrow street conditions represented difficulties. Some residents suggested at the consultation event that the High Street should be one-way.

### Connections to the bypass

Some consultation participants were explicit in stating that the least safe point of entry to the bypass was at Hicks Road.

### Footpaths

There are three footpaths that are frequently used by pedestrians in the western residential area of the village and by the Roman Way estate. Consultation participants stated that people use the subway underneath the bypass despite its unappealing appearance as it is the most direct and safe route to the church. The 1995-6 Markyate Village Appraisal determined that 75% of the residents use footpaths.

### KEY ISSUES

#### MC2: CIRCULATION DEMAND AND LINKAGES

##### MC2A

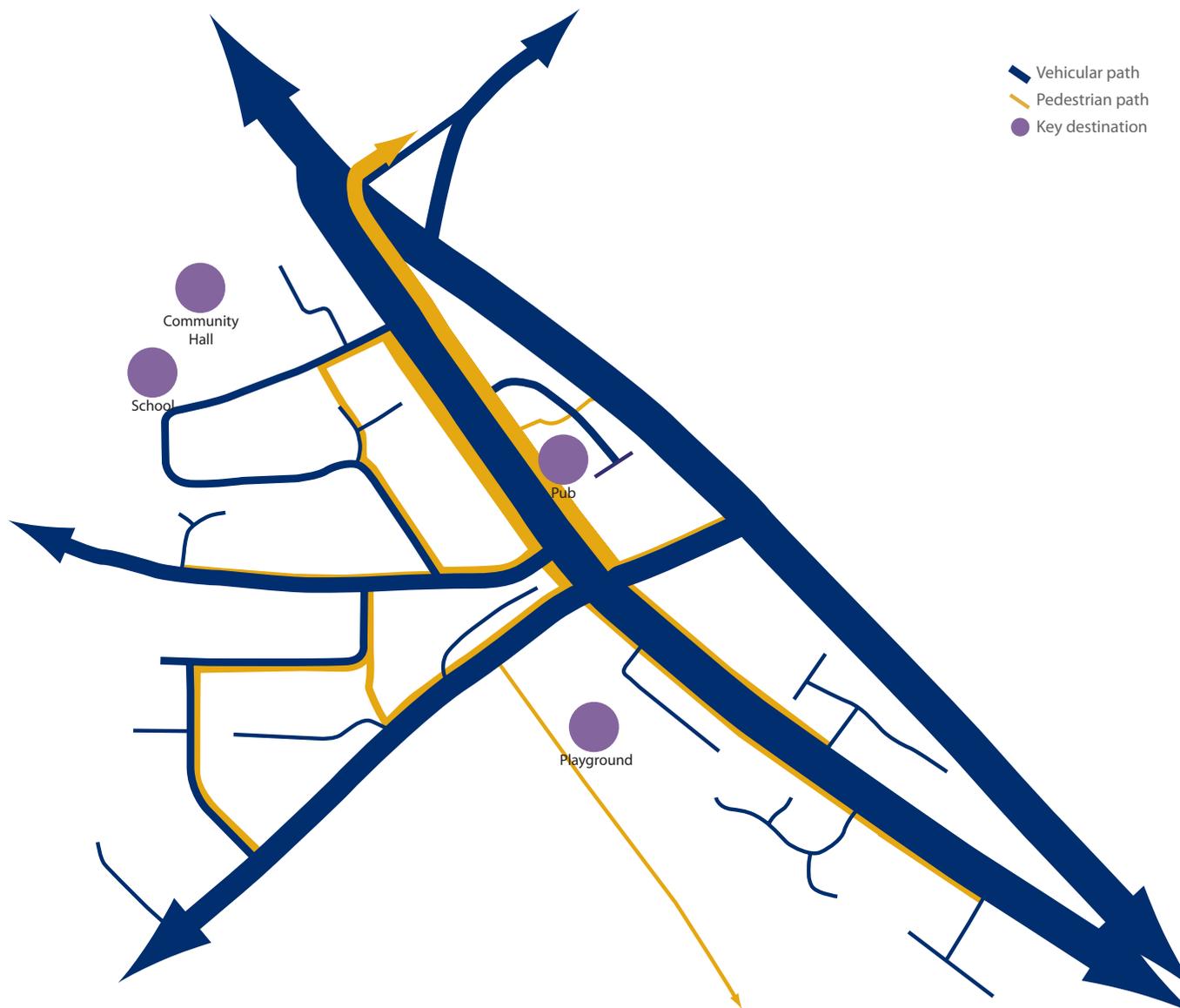
The narrowness of the High Street causes congestion.

##### MC2B

There are three vehicular entrypoints onto the bypass within a very short distance.

##### MC2C

Footpaths are frequently used within the residential areas.



## MAKING CONNECTIONS PARKING

Car parking is a significant concern in both the village centre and the residential areas.

### Village Centre Parking

There is currently parking on one side of the High Street (top left image). The combination of this parking and two-way traffic movement on the High Street means that there is frequently stopped traffic and congestion. In addition, 75% of Markyate residents at the consultation event stated that there should be yellow lines on every road junction in the village centre to avoid hazardous parking (and increase driver visibility).

### Residential Parking

The 1995-6 Markyate Village Appraisal cited 'vehicle damage to the road verges' as the second biggest concern in regard to street environment after litter (see image bottom far right). The Appraisal stated that 64% of residents park their cars on their properties, with 49% of Markyate residents saying that there is not adequate parking space near their properties. There are several examples throughout the settlement of people parking on verges. Recent developments show on-site parking (top far right). Given the commuting nature of the town, there are good opportunities for creating alternative daytime uses for car parks.



*There is currently parking along one side of the High street leading to congestion.*



*Many modern developments have incorporated on site communal parking as part of the design.*

### KEY ISSUES MC3: PARKING

#### MC3A

The village centre is frequently congested as a result of on-street parking on one side of the High Street.

#### MC3B

Residents favour double yellow lines at each junction on the High Street.

#### MC3C

The verges and pavements are frequently blocked and negatively affected by parked cars.

#### MC3D

On-site resident only parking car parks is used in new developments.



*The image above shows a rare example of a tarmac communal car parking area.*



*Damage to grass verges caused by parking is the second biggest concern in the street environment after litter.*

## QUALITY OF THE PUBLIC REALM STREETSCAPE ELEMENTS

Markyate's streetscape elements perform significant roles in shaping the village's historical character, creating significant orientation points and adding to the community cohesion.

### Streetlighting

Markyate's High Street continues to use the traditional wall-mounted street lights. The absence of highway streetlighting allows the High Street to be treated as a village centre, not a major through street.

### Signage

Because the High Street has a very uniform building line and no buildings appear as significant orientation points, the signage on the High Street is significant for both orientation and place-making. There are a few signs hung perpendicularly to building structures which are successful orientation devices.

### Community amenities

Markyate's strong community cohesion is aided by particular streetscape elements which add to the public realm. There are benches placed throughout the village, such as the one showed at the bottom near right by the fire station. Adjacent to the bench is a community noticeboard. There are several community noticeboards throughout the village which, according to the consultation participants, are regularly used and updated. It is significant to note that these elements occur in one of the few setbacks along the High Street.



*Traditional wall-mounted street lights continue to be used along Markyate High Street.*



*There are a few key signs hung perpendicular to buildings structures in the High Street. Those that exist can act as successful orientation devices.*

### KEY ISSUES

#### QPR1: STREETSCAPE ELEMENTS

##### QPR1A

The High Street uses traditional wall-mounted street lights which support the village's place-making and traffic calming.

##### QPR1B

Signage along the High Street serves as important orientation and place-making devices.

##### QPR1C

Streetscape elements such as benches and noticeboards play active roles in shaping community cohesion.



*There are benches placed throughout the village.*



*There are several community noticeboards throughout Markyate which are regularly used and updated.*

## QUALITY OF THE PUBLIC REALM NATURAL ELEMENTS

As noted earlier, there are few designated areas of open land located within Markyate. In addition to the wooded area along Pickford Road, a playground and open land just off of Pickford Road, and the land around the community hall, there are also playing fields just to the north of the community hall in the Green Belt.

Given Markyate's relatively low density, there is plenty of undesigned open space within the village.

### Verges

The verges, as has been discussed earlier, are a primary concern of Markyate residents. Many of the verges have been damaged by cars driving up over the kerbs into front gardens.

### Front gardens

Markyate's private front gardens are worthy of note, particularly on streets such as Pickford Road. The gardens add tremendous vitality to the built environment.

### Footpaths

Footpaths within and out to the countryside are of mixed quality. Consultation participants expressed preference both for those footpaths which are open on both sides and for those surrounded by greenery.

### Roman Way open space

The housing off of Roman Way has greenspace available (see bottom far right) which is an important playspace for the local children.

### KEY ISSUES

#### QPR2: NATURAL ELEMENTS

##### QPR2A

Many of the verges in Markyate are being damaged by cars driving over the street kerbs to park in front gardens or on the pavement.

##### QPR2B

Private front gardens are a tremendous asset to Markyate.

##### QPR2C

Consultation participants expressed a preference both for footpaths that are open and for those surrounded by greenery.



*Grass verges have been damaged by cars.*



*Well tended front gardens add vitality to the built environment.*



*Footpaths in Markyate are of mixed quality.*



*Roman Way playspace is an important amenity for local children.*

## QUALITY OF THE PUBLIC REALM SAFETY AND SECURITY

While the Markyate consultation participants did not express serious safety and security fears, the condition of various village footpaths was raised as a concern. The subway beneath the bypass (top left and top right images) was cited as ill-maintained and 'urban' in appearance. Several residents expressed reservations about walking through the subway at night.

A few other footpaths that are also totally enclosed, such as the paths leading from the High Street to Roman Way.



Several residents expressed concerns about using the subway at night.



Subway interior is ill maintained.

### KEY ISSUES QPR3: SAFETY AND SECURITY

**QPR3A**  
The subway under the bypass was cited as ill-maintained with a design that contributes to safety concerns.

**QPR3B**  
There are several footpaths in Markyate which are enclosed and dark.



Enclosed footpath with no overlooking.



Narrow and dark path to Roman Way

# LEGIBILITY VIEWS, VISTAS, GATEWAYS

There are few critical views within and out of Markyate.

### Views within Markyate

The view of the up the High Street from the south showing the historical character of the village centre is highlighted by a slight change in height (1). There is also a significant view down Pickford Road as one moves toward the High Street. (2).

### Views out to the countryside

There are a number of strong views from the western and northern sides of the settlement out into the Green Belt.



## KEY ISSUES

### LE1: VIEWS, VISTAS AND GATEWAYS

#### LE1A

The view of the High Street from the south is a critical view corridor shaped by the listed buildings.

#### LE1B

There are a number of strong views from the western and northern sides of the settlement out into the Green Belt.

## LEGIBILITY EDGES, PATHS, LANDMARKS AND CHARACTER AREAS

### Village centre

The village centre has a physically coherent nature, with listed buildings and streetscape elements combining to form a uniform street wall marked by signs, streetlights and paving which all contribute to orientation and place-making. From an urban design perspective, the High Street lacks major orientation points.

### Open space

There are few open spaces that contribute to the legibility of Markyate. Small setbacks along the High Street form important places for orientation and community noticeboards. The community hall, while located outside of the village centre, serves an important community need.

### Connectivity

The bypass is a major barrier to connectivity, with both a landbridge and subway necessary to cross the road. Footpaths provide good connectivity throughout the settlement, and they are relatively well-signed. Major community destinations, including the school and the community hall, are located in the northwestern part of the settlement. Signage to these locations is poor. While serving important community functions, they are physically disconnected from the village. The streets can be congested during school opening and closing times.

### KEY ISSUES

#### LE2: EDGES, PATHS, LANDMARKS AND CHARACTER AREAS

##### LE2A

The bypass forms a major barrier to pedestrian movement.

##### LE2B

The High Street's legibility is quite strong due to the uniform street wall and streetscape elements.

##### LE2C

The school and the community hall are disconnected from the village's built environment.



- Gateway
- Key junction
- Vehicular path
- Foot path
- Landmark
- Barrier
- Listed building
- Village centre zone
- Inner zone
- Semi-rural zone
- Industrial area

# KEY ISSUES, SAFEGUARDS, CAPACITIES AND OPPORTUNITIES

The key issues arising from the urban design assessment are set out here with the recommended safeguards, opportunities and capacities. The safeguards identify considerations which should be made in order to protect existing strengths or regulate the existing built environment. Opportunities refer to the potential for improvements that can be made in reference to particular issues. Capacities call for a greater consideration of potentially larger developments or changes.

MAKING PLACES	Criteria	Issue number	Issue	Safeguards	Opportunities	Capacities	Agency Responsible (where not solely Dacorum Borough Council)
	MP1: Materials and Textures	MP1A	Markyate consultation participants responded strongly to the traditional materials and styles, including local brickwork, knapped flint and timber framing.	Protect buildings with older traditional materials		Explore the capacity to adapt traditional materials and styles in newer developments.	
		MP1B	Examples of high quality modern brick work (as seen in the basket weave detailing) was received positively by Markyate consultation participants.	Encourage the use of high quality brickwork.			
		MP1C	The application of newer materials, including concrete and wood siding, received a negative response from Markyate consultation participants.	Discourage the application of newer materials, particularly concrete tiling.			
		MP1D	The use of cobblestone along the street border and at the crossovers both adds historical character and serves an important traffic calming function.	Maintain the use of cobblestone at the street edge along the pavement and in the kerb cuts.		Explore capacity for distinctive paving along the pavements.	DBC and Hertfordshire County Council (HCC)
	MP2: Listed buildings and conservation areas	MP2A	The adjacency of Markyate's listed buildings provide the High Street with a consistent historic character.	Protect the listed buildings along the High Street.			
		MP2B	Streetscape elements contribute to the identity of the conservation area.	Maintain streetscape elements, particularly the wall-mounted lamps.	Contribute to and improve the streetscape elements and signage to provide a sense of place and key orientation points.		
		MP2C	Due to its historical position as a stagecoach stop on the turnpike, the Markyate High Street lacks clear orientation points.		Maximise the two setback spaces along the High Street as key public spaces.	Explore the capacity for an outdoor café or defined public space outside the current fire station or estate agents. Explore the re-location of the fire station and the redevelopment of the building.	
	MP3: Building heights*	MP3A	The High Street is two-storey, with the exception of only three buildings.	Maintain the predominantly two-storey building heights		Explore capacity for taller distinctive building on the site of the fire station which can act as a focal point, if this comes forward for redevelopment .	
		MP3B	The two-storey consistency combined with the lack of major setbacks and gaps along the High Street gives the village centre a strong coherence.	Maintain the predominantly two-storey building heights			
MP4: Density	MP4A	The terraced housing on the High Street tends to be higher density than much of the newer Markyate housing.			Encourage terraced housing that retains the best features of the low-rise high density 19th century terraced housing.		
	MP4B	While higher density, the terraced houses often have larger footprints.			Explore terraced housing that retains the best features of the low-rise high density 19th century terraced housing.		
MP5: Topographical studies	MP5A	The High Street occupies level ground with the residential areas predominantly rising up the valley hillside.					
	MP5B	The valley creates strong views out to the countryside and into the village.	Protect views out to the countryside and into the village.				

\* Village Centre

MAKING PLACES  
MATERIALS AND TEXTURES

CONTINUITY AND ENCLOSURE	Criteria	Issue number	Issue	Safeguards	Opportunities	Capacities	Agency Responsible (where not solely Dacorum Borough Council)	
	CE1: Village morphology	CE1A	The village centre is clearly visible as a densely built narrow cluster of buildings along the High Street.	Protect the existing morphology of the High Street.				
		CE1B	The ribbon-style developments along the hillside tend to have larger plots and consist of semi-detached housing.	Protect the permeability of the ribbon-style streets.				
		CE1C	The more recent cul-de-sac developments have smaller plot sizes with less well-articulated streets.	Discourage future cul-de-sac developments.				
	CE3: Building lines/setbacks/ gaps	CE2A	There is a high degree of building line uniformity along the High Street.	Protect the building line uniformity.				
		CE2B	The setbacks that occur are positive spaces for gathering.		Utilise the setbacks for activities that allow for gathering (seating, cafes, etc)			
		CE2C	The building line is very close to the street, creating a narrow pavement.	Regulate street furniture closely.			Explore capacity to develop distinctive paving on the pavements.	
		CE2D	The construction over the service courtyards entryways preserves the consistent two-storey nature of the High Street and should be protected.	Protect the entryways.				
	CE4: Building front/back orientation	CE3A	All the building frontages on the High Street are active.	Maintain active frontages.				
		CE3B	The majority of these active frontages are residential uses, detracting from the vitality of the village centre.		Encourage vibrant residential frontages.			
CE3C		There is one use of a courtyard as an active frontage for residential units.				Explore capacity for A1, A3, and A5 land use in courtyards.		
CE5: Designated open spaces	CE4A	There are three small areas of designated open land within Markyate.		Improve signage to open land and adjoining community facilities.				
	CE4B	There are no Local Nature Reserves or Wildlife Sites within Markyate.		Improve signage and connections to open spaces outside of the village.				

\* Village Centre

MAKING CONNECTIONS	Criteria	Issue number	Issue	Safeguards	Opportunities	Capacities	Agency Responsible (where not solely Dacorum Borough Council)
	MC1: Land use*	MC1A	Most of the building uses on the High Street are residential units.			Explore capacity for A1, A3, and A5 land uses. Consider potential community space along the High Street.	
		MC1B	The shopping on the High Street primarily serves a community function or as an option for last-minute purchases.	Protect existing shops.	Survey community needs for additional land uses on the High Street.	Explore potential for additional shops.	
		MC1C	The courtyard spaces may be of potential for community uses, evening economy uses or outdoor cafes.			Explore capacity for A1, A3, and A5 land use in courtyards.	
	MC2: Circulation demand and linkages	MC2A	The narrowness of the High Street causes vehicular congestion.			Explore traffic congestion measures, including making the High Street one-way, creating a red route along one side of the road, and prohibiting parking on the street.	HCC
		MC2B	There are three entrypoints onto the bypass within a very short distance.			Explore capacity to improve connections to the bypass.	HCC
		MC2C	Footpaths are frequently used within the residential areas.		Improve footpaths with plantings and signage.		
	MC3: Parking	MC3A	The village centre is frequently congested as a result of on-street parking on one side of the High Street.			Explore traffic congestion measures, including making the High Street one-way, creating a red route along one side of the road, and prohibiting parking on the street.	HCC
		MC3B	Residents favour double yellow lines at each junction on the High Street.		Establish yellow lines at each junction along the High Street.		HCC
		MC3C	The verges and pavements are frequently blocked and negatively affected by parked cars.			Explore the capacity for adding crossovers to relieve verge damage. Explore the capacity for shared off-street parking sites.	HCC
MC3D		On-site resident car parks are used in new developments.	Encourage all new developments to supply on-site car parks.				

\* Village Centre

MAKING PLACES  
MATERIALS AND TEXTURES

QUALITY OF THE PUBLIC REALM	Criteria	Issue number	Issue	Safeguards	Opportunities	Capacities	Agency Responsible (where not solely Dacorum Borough Council)
	QPR1: Streetscape elements	QPR1A	The High Street uses traditional wall-mounted street lights which support the village's place-making and traffic calming.	Maintain wall-mounted streetlights.	Survey the streetlight needs to assess adequacy of the wall-mounted lamps.	Explore capacity to provide traditional wall-mounted lamps.	HCC and DBC
		QPR1B	Signage along the High Street serves as important orientation and place-making devices.	Regulate the quality of shop signs, particularly with regard to perpendicularly hung signs.	Create gateway signage.		HCC and DBC
		QPR1C	Streetscape elements such as benches and noticeboards play active roles in shaping community cohesion.		Encourage seating and active uses in the available setbacks.		
	QPR2: Natural elements	QPR2A	Many of the verges in Markyate are being destroyed by cars driving over the street kerbs to park in front gardens or on the pavement.			Explore the capacity for adding crossovers to relieve verge damage. Explore the capacity for shared off-street parking sites.	HCC & DBC
		QPR2B	Private front gardens are a tremendous asset to Markyate.		Encourage the improvement of front gardens.		Private owners, housing associations and DBC housing section
		QPR2C	Consultation participants expressed a preference for footpaths that are open and surrounded by greenery.	Maintain the condition of the footpaths.	Improve plantings alongside the footpaths.		Landscape and Recreation Team at DBC
	QPR3: Safety and Security	QPR3A	The bypass subway was cited as ill-maintained with a design that contributes to safety concerns.		Improve the lighting and maintenance of the subway.	Explore capacity for community mosaic project in the subway.	Possible involvement from DBC Community / Young Person Section.
		QPR3B	There are several footpaths in Markyate which are enclosed and dark.		Improve the lighting and maintenance of enclosed footpaths.		

MAKING PLACES  
MATERIALS AND TEXTURES

	Criteria	Issue number	Issue	Safeguards	Opportunities	Capacities	Agency Responsible (where not solely Dacorum Borough Council)
LEGIBILITY	LE1: Vistas, views, gateways	LE1A	The view of the High Street from the south is a critical view corridor shaped by the listed buildings.	Protect the view of the High Street from the south.	Consider the addition of gateway signage into Markyate at the intersection of Pickford Road.		HCC and DBC
		LE1B	There are a number of strong views from the western and northern sides of the settlement out into the Green Belt.	Protect views out to the countryside.			
	LE2: Edges, paths, nodes, landmarks, districts	LE2A	The bypass forms a major barrier to pedestrian movement.		Improve the subway and land-bridge connections.		HCC
		LE2B	The High Street's legibility is quite strong due to the uniform street wall and streetscape elements.		Clear a clear gateway to the village at Pickford Road to distinguish the High Street from London Road.		

# MARKYATE



## Consultation Workshop



urban  
practitioners



# CONSULTATION

## Markyate Workshop, 11 July 2005

The Markyate Urban Design Assessment Day was held on Monday 11 July 2005 at Markyate Village Hall.

The purpose of the event was to examine the perceptions of local people about Markyate and to record how people perceive and use the village in their daily lives. The event was comprised of three workshop sessions, each examining a different issue in relation to Markyate, from the character and textures that create a unique local identity, to personal perceptions of the local neighbourhood and local routes and connections.

The event was attended by 15 local stakeholders and was introduced by Laura Wood, Senior Planner at Dacorum Borough Council. Adam Lubinsky of Urban Practitioners explained the programme for the day.

The format of the day involved three workshop sessions, outlined within this consultation document.

### RECORD OF ATTENDANCE

The following people attended the event:

Saga Arpino, Urban Practitioners  
Councillor Geoff Bottrill, Markyate Parish Council  
Jane Custance, Dacorum Borough Council  
Penny Copleston, Local Stakeholder  
Keith Cowley, Markyate Bowls Club  
Rob Freeman, Dacorum Borough Council  
Pam Halliwell, Dacorum Borough Council  
Brian Hayes, Local Stakeholder  
Lynette Kaye, Urban Practitioners  
Adam Lubinsky, Urban Practitioners  
Andy Parish, Dacorum Borough Council  
Jay Tomlin, Markyate Parish Council  
Councillor Julian Taunton, Dacorum Borough Council  
Dorothy Urquhart, Local Stakeholder  
Laura Wood, Dacorum Borough Council

**DACORUM**  
URBAN DESIGN ASSESSMENT  
MARKYATE

## URBAN DESIGN ASSESSMENT DAY

**Date** Monday 11 July 2005  
**Time** 2.00-5.00pm  
**Venue** Markyate Village Hall

### PROGRAMME

**2.00 Registration and buffet lunch**

**2.20 Introduction**  
Laura Wood, Senior Planning Officer  
Adam Lubinsky, Urban Practitioners

**2.30 What Surrounds Us? Neighbourhood Character and Textures**

**3.00 Does It Work For Us? Neighbourhood Perceptions**

**3.45 Break**

**4.00 Where Are We Going? Routes and Connections**

**4.45 Feedback**

**4.55 Summing Up and Next Steps**

**5.00 Close**



Urban Practitioners explain the programme for the day.



Participants completing the worksheets in Workshop 2: Does it work for us? Neighbourhood



Participants marking their routes and barriers on plans of Markyate.

# WORKSHOP I - WHAT SURROUNDS US?

## How well do you know your village? Neighbourhood character and textures

An initial 'ice breaking' exercise was undertaken in the form of a quiz based on the textures, materials and landmarks in Markyate. Participants worked in small groups and were issued with a worksheet containing snapshots of photographs from around the village and asked to identify what these images were of and where they were located. Following this, participants were asked to identify whether a series of photographs were of publicly or privately-owned areas. Finally, participants were asked to identify local features and their function.

In the first section, the majority of participants were able to identify the images of the local area and correctly locate them on the map. Images of the subway, the local clock, the dovecote, the village centre, a local alley way and the plaque were recognised by the majority of people. The architectural detailing in image three was recognised by only one group and the lamp base in image one by two groups. Three groups were able to correctly locate the front door in image four.

In the second part of the workshop, the groups were asked to identify whether particular spaces were public or private areas of the town, based on their appearance. On the whole, people were able to correctly identify whether the first four areas were publicly or privately owned. The fifth and sixth images were more difficult to identify and this was in part due to the fact that both public and private areas were adjacent to each other in the photographs. It was noted that one of the factors that influenced whether participants considered an area to be public or private was that public areas often used simple materials and appeared to have been designed for easy maintenance.

The third section required the groups to identify the function of local features. All of the groups correctly identified that the three images were of a boot scraper, a playground and a noticeboard.

### How well do you know your village?

## DACORUM

URBAN DESIGN ASSESSMENT

**MARKYATE**

Recognise these features?  
Can you map them by their number?

Recognise these features?  
Are they public or private?

A .....

B .....

C .....

D .....

E .....

F .....

Recognise these features?  
What are their function?

1.....

2.....

3.....

# WORKSHOP 2 - DOES IT WORK FOR US?

## Neighbourhood perceptions

A short presentation was given to the group by Adam Lubinsky of Urban Practitioners about why certain aspects of the built environment have evolved in a particular way. The presentation examined the relationship between the built form and streetscape of an area and the paths that people chose to move around. In addition, the relationship between building density and street form, building heights and views were also discussed within the presentation.

Following the presentation, participants were asked to identify what they liked about their village by looking at a series of photographs examining building materials, shop signs, footpaths and boundaries. Participants were asked to consider four photographs under each heading and assign each one a mark between one and five to indicate which ones they liked the most (with five representing those that were liked the most). In addition, participants were asked to write a word or phrase to describe how they felt about the image.

The following pages outline participants' responses to each of the images and the words that were selected to describe them. Beneath each image and the number scale are the total number of participants that allocated the image that particular score.

## What do you like about your village?

# DACORUM

URBAN DESIGN ASSESSMENT

**MARKYATE**

Consider the architectural elements and materials in the photographs below. Give each one a mark from 1-5, where 5 indicates those that you like most. Below each image write a key word to describe how you feel about it.

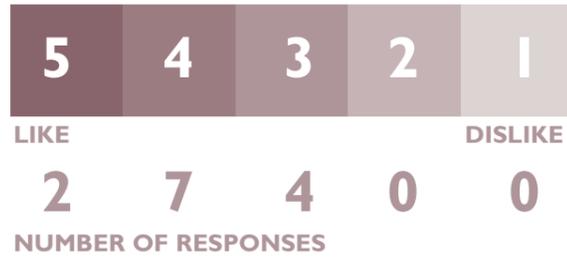
When you have completed the sheet, please return it to a member of the Urban Practitioners team

<b>BUILDING MATERIALS</b>				
	5 4 3 2 1	5 4 3 2 1	5 4 3 2 1	5 4 3 2 1
<b>SHOP SIGNS</b>				
	5 4 3 2 1	5 4 3 2 1	5 4 3 2 1	5 4 3 2 1
<b>FOOTPATHS</b>				
	5 4 3 2 1	5 4 3 2 1	5 4 3 2 1	5 4 3 2 1
<b>BOUNDARY</b>				
	5 4 3 2 1	5 4 3 2 1	5 4 3 2 1	5 4 3 2 1

urban practitioners 

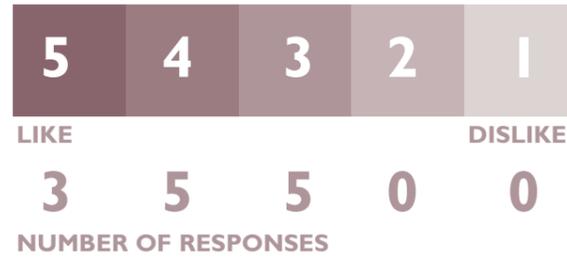
# WORKSHOP 2 - DOES IT WORK FOR US?

## BUILDING MATERIALS



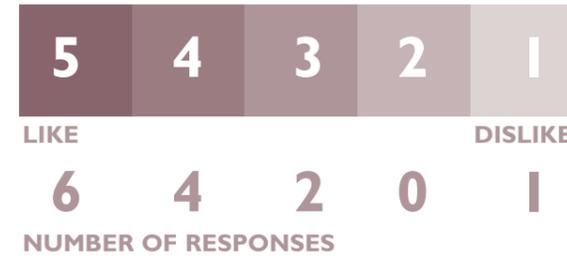
The modern stretcher bond red brick with an arch of basket weave detailing in this image was popular and many people gave it a score of four. In addition, some people also gave the building materials a score of three and five. Comments about the detailing included interesting and attractive and the contrasting style was popular.

- COMMENTS**
- Neat/attractive
  - Detail
  - Interesting (x2)
  - Stylized
  - Acceptable
  - Nice if well done
  - Contrast
  - Shapes



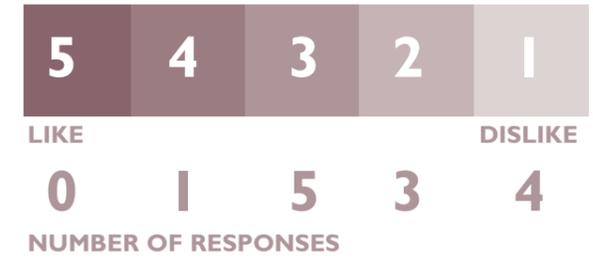
The knapped flint and red brick work in this photograph were also popular and it was most frequently given a score of four or three. A number of people also gave the materials a score of five. The materials were considered characteristic of the local style and the mixture of old and new were also popular.

- COMMENTS**
- Traditional
  - Traditional in this area
  - Rustic
  - In character
  - Touchable
  - Acceptable
  - Favourite
  - Textured
  - Old and new



This timber framed building with a herringbone brick infill was very popular and many people gave it a score of five or four. One person however did not like the style and gave it a score of one. It was described as historic, warm and interesting although one person commented that the materials were also dangerous.

- COMMENTS**
- Historic
  - Aged
  - Dangerous
  - Traditional
  - Traditional in this area
  - Warm
  - Old World
  - Interesting
  - Acceptable
  - Traditional but not practical



The machine made red brick in this image received a mixed response in the workshop. A score of three was most common whilst a number of people gave the style a score of one or two. Comments about the materials indicated that people found them dull, functional and modern.

- COMMENTS**
- Bland
  - Modern (x3)
  - Cold/utilitarian
  - Plain
  - Acceptable
  - Functional
  - Boring (x2)

# WORKSHOP 2 - DOES IT WORK FOR US?

## SHOP SIGNS



LIKE DISLIKE

**4 7 2 0 0**

NUMBER OF RESPONSES

This traditional style black and white shop front received scores of four and five overall. It was described as traditional, discreet respectful.

- COMMENTS**
- Traditional (x4)*
  - Respectable*
  - Respectful*
  - Classic*
  - Acceptable*
  - Discreet*
  - Subtle*
  - Old fashioned*



LIKE DISLIKE

**0 2 0 5 5**

NUMBER OF RESPONSES

The Fish Bar sign was very unpopular and people considering it garish and tacky. This opinion was reflected in the low scores that were given to this shop sign.

- COMMENTS**
- Brash*
  - Yuk!*
  - Garish/tacky*
  - Stark*
  - Tacky (x3)*
  - Unacceptable*
  - Awful*
  - Cheap*



LIKE DISLIKE

**0 0 1 6 6**

NUMBER OF RESPONSES

The sign for this industrial unit was also very unpopular and the majority of people gave it a score of one or two. Comments about the sign included unacceptable and uninspiring and it was clear that people did not think it was appropriate for the area.

- COMMENTS**
- Clear*
  - Functional*
  - Commercial*
  - Garish*
  - Mixed-up*
  - Wrong*
  - Unacceptable*
  - Uninspiring*
  - Garish*
  - Yellow*
  - Ugly*



LIKE DISLIKE

**4 7 2 0 0**

NUMBER OF RESPONSES

The sign for this French restaurant was equally as popular and the first image of the traditional shop front and the majority of people gave it a score of four or five. Comments about the sign ranged from fancy and contemporary to precocious.

- COMMENTS**
- Classy*
  - Precocious*
  - Welcoming*
  - In keeping*
  - Fancy*
  - Acceptable*
  - Best of the lot*
  - Traditional/Contemporary*
  - French*

# WORKSHOP 2 - DOES IT WORK FOR US?

## FOOTPATHS



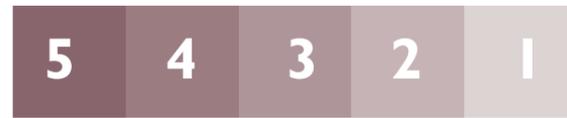
LIKE DISLIKE

2 4 0 4 3

NUMBER OF RESPONSES

The footpath in this image received a mixed response during the workshop. Some people gave the footpath a score of one or two whilst others gave it a score of four or five. In addition, comments about the footpath reflected this diversity of opinion with some people describing it as delightful and rural whilst others found it messy and unacceptable.

- COMMENTS**
- Unkempt
  - Delightful
  - Rural
  - Natural
  - Untidy
  - Unacceptable
  - Pretty but impractical
  - Messy
  - Informal
  - Overgrown



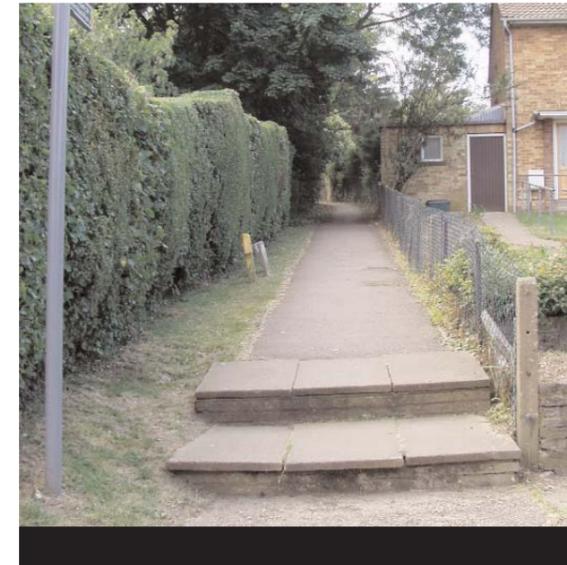
LIKE DISLIKE

0 0 1 5 7

NUMBER OF RESPONSES

This footpath was frequently described as intimidating and threatening and the majority of people gave it a score of one or two.

- COMMENTS**
- Intimidating (x2)
  - Too urban
  - Obstacled
  - Grotty
  - Unacceptable
  - Dreadful
  - Uninviting
  - Threatening
  - Ugly



LIKE DISLIKE

2 1 9 0 0

NUMBER OF RESPONSES

The green footpath in this image was predominantly given a score of three indicating that people did not feel strongly in favour or against it. Comments about the footpath highlighted that people considered it neat, simple and open.

- COMMENTS**
- Open and tidy
  - Well maintained
  - Formal
  - Suburbanized
  - Neat
  - Simple
  - Acceptable
  - Neat
  - Maintained
  - Well kept



LIKE DISLIKE

0 0 7 6 0

NUMBER OF RESPONSES

This footpath was given a score of three or two by all workshop participants. Some people thought the footpath was plain and suburban and others considered it boring and uninviting.

- COMMENTS**
- Suburban
  - Cheap urban
  - Harsh/uninviting
  - Plain (x2)
  - Acceptable
  - Ungraceful
  - Boring
  - Uninviting
  - Tidy

# WORKSHOP 2 - DOES IT WORK FOR US?

## BOUNDARIES



LIKE DISLIKE  
 1 6 4 1 0  
 NUMBER OF RESPONSES

This green boundary was generally popular and was given a score of four by the highest proportion of people. Comments received about the boundary ranged from refined and cozy to mature and informal. It was also noted that that parking in front of the boundary was an issue for some residents.

**COMMENTS**

*Used by park visitors etc. residents are inconvenienced*  
*Mature*  
*Refined*  
*Cosy*  
*Didn't plan for cars*  
*Fussy*

*Acceptable*  
*Lovely*  
*Informal*  
*Well kept*

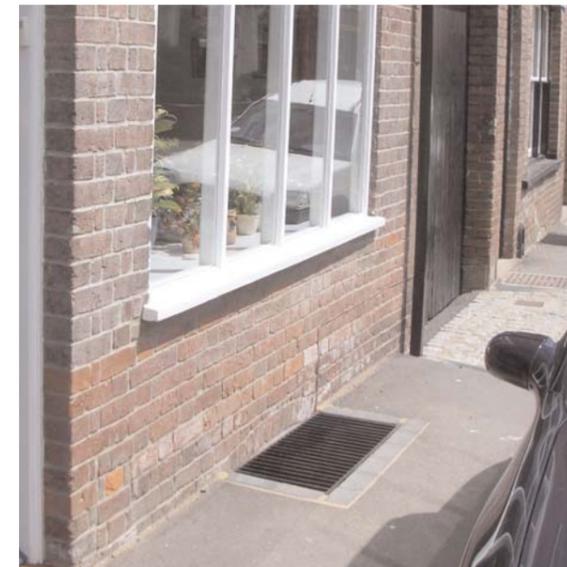


LIKE DISLIKE  
 0 1 2 7 1  
 NUMBER OF RESPONSES

This area was unpopular with many workshop participants who considered that the boundaries in the image were undefined and untidy. One person thought that the boundary area was nice. A score of two was the most common by workshop participants.

**COMMENTS**

*Cars!*  
*Spoilt by lack of parking*  
*Calming*  
*Untidy*  
*Nice*  
*Unacceptable*  
*Pity, could be nice*  
*Undefined*  
*Uncontrolled*



LIKE DISLIKE  
 1 2 4 3 1  
 NUMBER OF RESPONSES

This boundary, comprised of a pavement with a car parked close by received a mixed response. Whilst a score of four was most common, some people also gave the boundary image a score of four or five and one and two. The comments about the area reflect this diversity and some people thought it was harsh and unacceptable whilst others found it intimate and neat.

**COMMENTS**

*Harsh*  
*Passable*  
*Intimate*  
*Clean*  
*Straight*  
*Unacceptable*  
*Neat but uninspiring*  
*Hard*  
*Tight*



LIKE DISLIKE  
 0 0 1 8 3  
 NUMBER OF RESPONSES

This final image was generally unpopular and was given a score of two by the majority of people. Comments about the boundary referred to it as unkempt, unsympathetic and scruffy.

**COMMENTS**

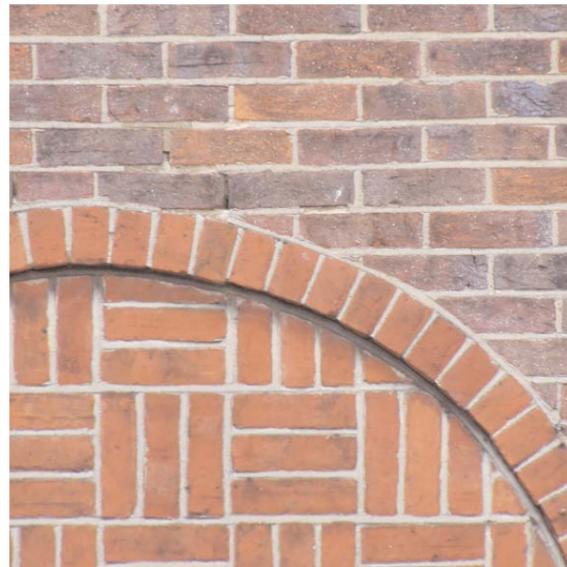
*Spoilt*  
*Unkempt*  
*Unsympathetic/disrespectful*  
*Taken advantage of*  
*Naughty*  
*Unacceptable*  
*Tatty*  
*Scruffy*  
*Untidy*

## CONCLUSIONS

### BUILDING MATERIALS

Traditional materials and local styles were the most popular with workshop participants and were preferred to more modern styles and materials. High standards and good quality were also considered important elements in the choice of building materials.

#### MOST POPULAR IMAGES



### SHOP SIGNS

The most popular shop signs were those that were traditional and subtle. Signs with bright colours or modern designs were unpopular with participants. Those signs with a traditional appearance and simple colours were preferred. In addition, perpendicular signs, such as the one for the French Restaurant were not considered out of place although some people mentioned that these signs are occasionally knocked down by passing lorries.



### FOOTPATHS

Preferred features in relation to footpaths in Markyate included being green and open. Unpopular footpaths were that which were enclosed or not overlooked on either side.



### BOUNDARIES

Mature, green boundaries were preferred by workshop participants. Cars were considered to have a negative effect on boundaries, particularly where they crossed over and caused confusion.

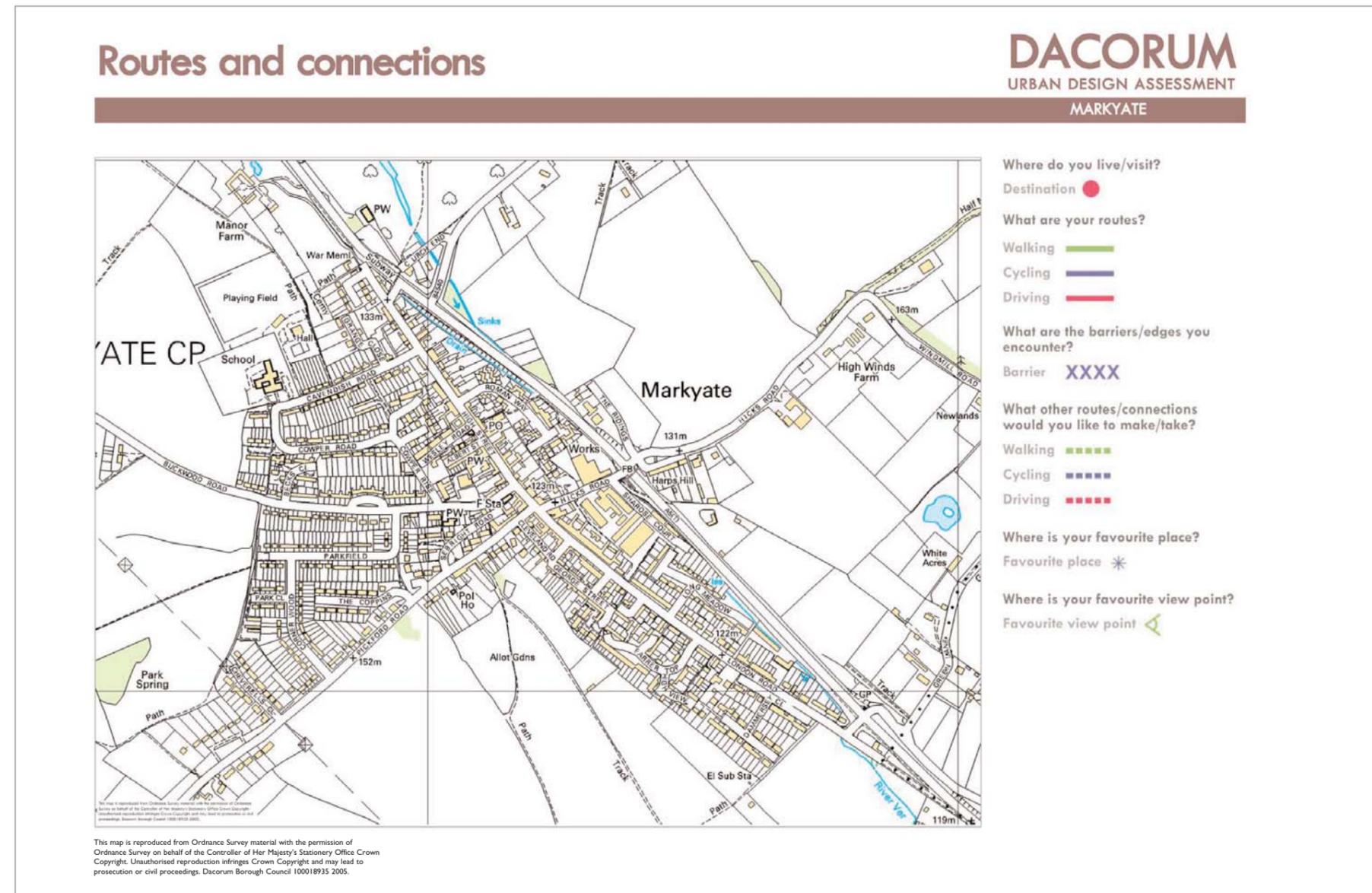


# WORKSHOP 3 - WHERE ARE WE GOING?

## Routes and connections

Participants again divided into small groups to discuss the routes that they use within the village and the barriers that they encounter on their journeys. Each group was provided with a large scale plan of Markyate and different coloured pens. Each participant took a turn to annotate the plan with the routes that they regularly take on foot, by car or by bicycle. Participants then marked the plans with areas where they encountered barriers or edges to their journey. Barriers to movement were identified as not only physical constraints but also psychological barriers that discourage people from visiting place or taking particular routes. These barriers could include graffiti that makes an area feel unsafe or traffic congestion on some roads during peak periods.

Next, participants used the pens to highlight the routes and connections that they would like to make within the village on foot, by car and by bicycle. Finally, they marked favourite views and places to visit.



# WORKSHOP 3 - WHERE ARE WE GOING?

## Routes

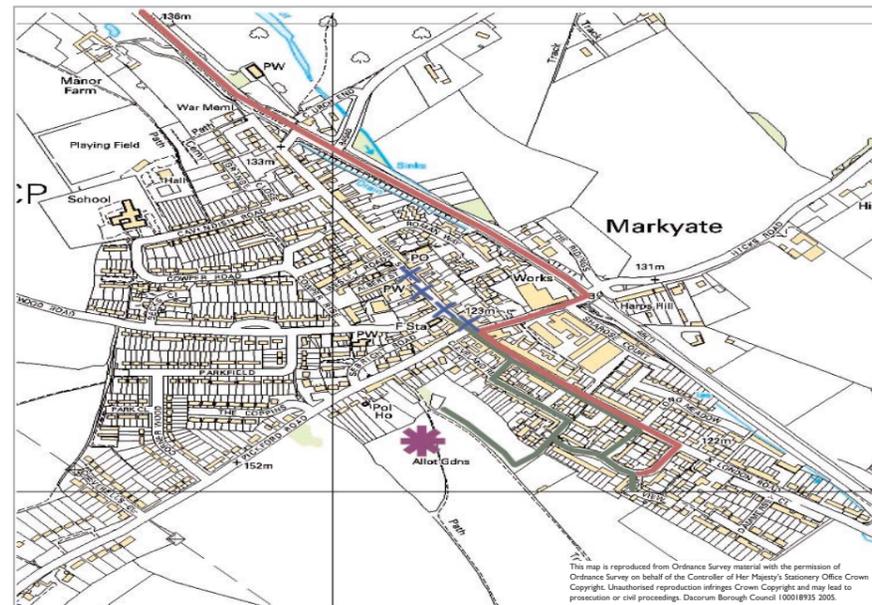
The most commonly used route was identified along the High Street and is used by people travelling by car, on foot and by bicycle. Hicks Road is a popular route for cars as it has direct access to the A5 and the High Street. Cowper Rise is a commonly used pedestrian route as is the footpath and track towards the allotments, south of Pickford Road.

## Barriers

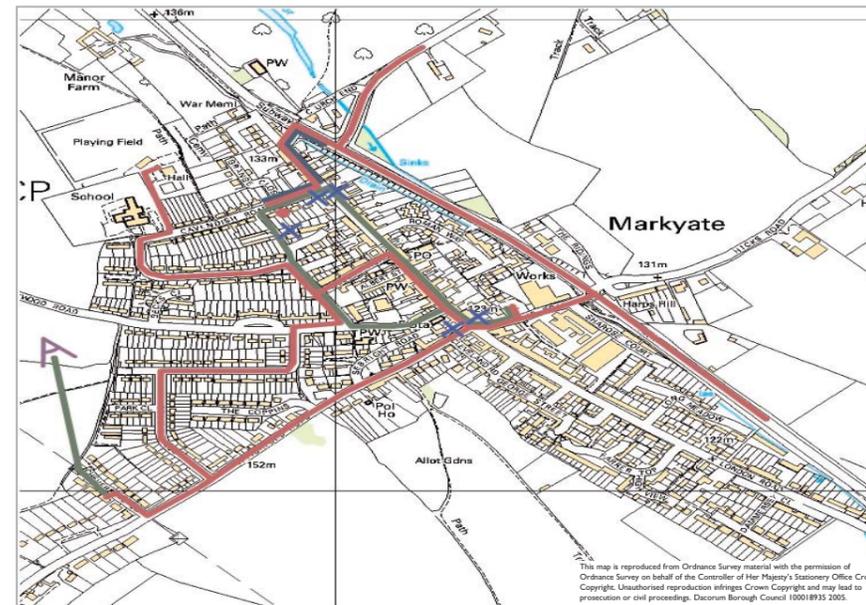
A number of barriers were identified during the workshop. The most common of which was congestion on the High Street, particularly towards the junction with Hicks Road. Lack of adequate parking along the High Street was also seen as a barrier. Finally, the subway under the A5 was identified by some as a psychological barrier. Many residents expressed reservations about using it at night and were concerned with the poor quality of the interior.

## Favourite views and places.

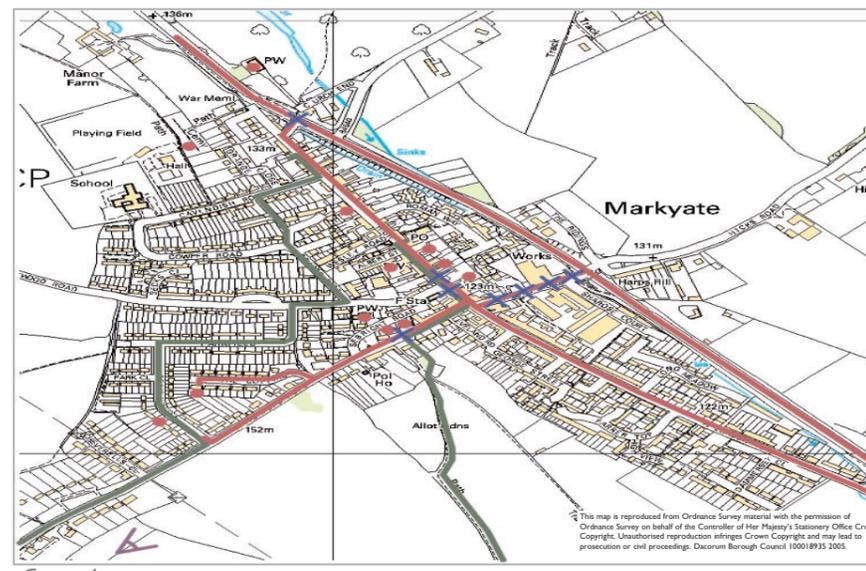
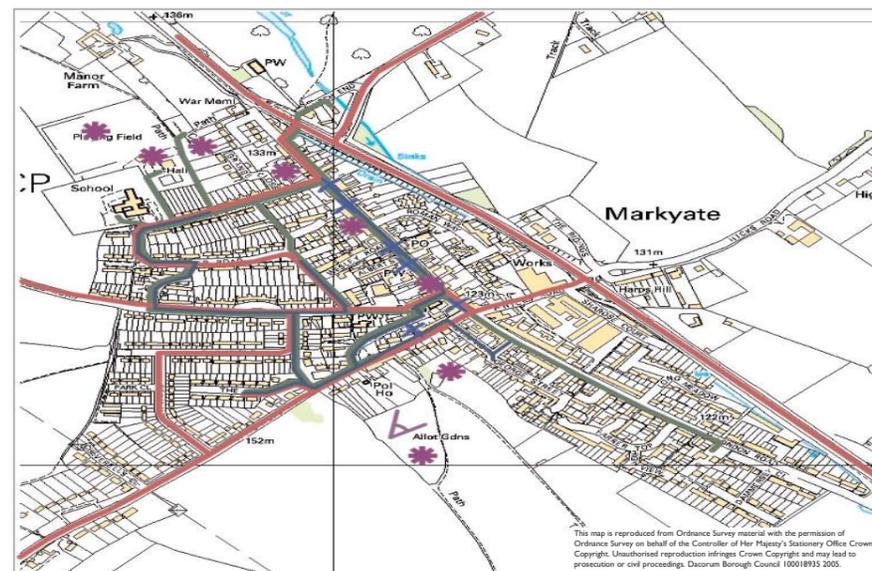
Favourite views were discussed during the workshop and important views were identified from Cherverells Close towards Buckwood Road and from Pickford Road across the allotments and towards Flemstead.



Group 1



Group 2



Group 4

### Key

- Destination
- Routes**
- Walking
- Cycling
- Driving
- XXX Barriers
- Desirable routes/connections**
- Walking
- Cycling
- Driving
- ▲ Key view
- \* Landmark