

## 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 could 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	Bovingdon consultation participants preferred traditional materials and responded most strongly to the traditional scalloped clay tile.	Protect buildings with older traditional materials.		Explore the capacity to adapt traditional materials and styles in newer developments.	
		MP1B	Bovingdon consultation participants disliked the machine-made buff brickwork with concrete tiling frequently used in more recent developments.	Discourage the use of many of the types of siding described by the consultation participants, including concrete tiling.			
		MP1C	There are many examples of recent residential developments with low-quality and non-local materials.	Encourage new high quality buildings made in modern styles.			
		MP1D	The paving in Bovingdon village centre- almost entirely asphalt - detracts from the village centre's character.		Develop a paving plan which implements non-asphalt paving along key areas, or the entire length of the High Street.		Hertfordshire County Council (HCC)
	MP2: Listed buildings and conservation areas	MP2A	Establishing Bovingdon's historical character is challenged by the lack of adjacency of the village's listed buildings.	Protect existing listed buildings.	Enhance the environment around the existing listed buildings.		
		MP2B	The Well, at the centre of the historic village, is often used for signposting and is surrounded by asphalt.	Protect the Well from signposting.	Develop a distinctive gateway paving plan for the junction of Church Street and the High Street.		
		MP2C	The open space adjacent to the Well - formerly a small pond - is a neglected area within the conservation area.		Develop a landscaping and a signage plan to create a proper gateway at the southern end of the High Street.		
		MP2D	The churchyard is the second largest in the county and is historically significant.	Protect and enhance the churchyard.	Improve signage to the churchyard.		
	MP3: Building heights*	MP3A	The High Street is primarily two-storey.	Discourage development higher than three-storeys near the village centre.			
MP3B		The overall street width combined with the many setbacks and the low-rise nature of the buildings does not create a significant view corridor down the length of the High Street.			Explore design opportunities that would enhance the building line through the forward extension of shopfronts.		
MP4: Density	MP4A	Most of the houses in Bovingdon are semi-detached houses.	Discourage the development of detached houses.				
	MP4B	The density variation in Bovingdon is primarily due to the changed street patterns.			In any new developments, explore street patterns that encourage pedestrian permeability and the incorporation of open space.		
	MP4C	The cul-de-sacs street patterns in Bovingdon increases density and emphasises residential privacy.			Explore development opportunities that will improve and encourage use of the public realm.		
MP5: Topographical studies	MP5A	Bovingdon's topography is almost entirely flat.					
	MP5B	There is an important dip in the High Street and Chipperfield Road as one enters the village from the south.		Explore landscaping improvements and gateway signage to highlight this change in elevation.			

\* Village Centre only

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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 not immediately apparent do to the number of gaps, setbacks and residential units on the High Street.			Define parking plans to include specific small car parks and minimise parking in front of active frontages.	Explore capacity for shopfronts to expand to the street-front. Explore the development of one side of the High Street (the eastern side) to create a stronger building line and clear pedestrian path.	
		CE1B	There has been a trend away from through streets toward enclave-style developments.			Ensure pedestrian permeability.	Explore the capacity for public open space as part of any new development. Explore new developments that add to the public realm.	
		CE1C	The more recent cul-de-sac developments reveal smaller plot sizes with less well-articulated streets.	Ensure that all new developments incorporate pavement along the side of the road.				
	CE3: Building lines/setbacks/gaps*	CE2A	There is a high degree of building line irregularity along the High Street.	Protect pedestrian space along the pavement and minimise the number of crossovers which allow cars to turn across the pavement.			Explore the capacity for shopfronts to expand to the streetfront. Explore the development of one side of the High Street (the eastern side) to create a stronger building line and clear pedestrian path.	
		CE2B	The areas with uniform building lines are on both ends of the High Street, creating two different focal points to the High Street.				Create a strong public civic space in the middle of the High Street which acts as a bridge between the two ends of the High Street.	
		CE2C	The many gaps and setbacks on the High Street detract from the village centre's cohesiveness.			Create a cohesive paving plan that adds to the village's character and supports safe pedestrian paths.	Explore capacity for shopfronts to expand to the street-front. Explore the development of one side of the High Street (the eastern side) to create a stronger building line and clear pedestrian path.	
	CE4: Building front/back orientation*	CE3A	Most building frontages in the village centre are active.	Support active building frontages.			Explore the capacity to develop some of the grassy areas into defined public realm space or new frontages.	HCC involved if highway land
		CE3B	Those active frontages are frequently blocked by small car parking lots.			Develop a rationalised parking plan for the village centre which limits the number of small car parks in front of shops.	Explore the capacity for two car parks at either end of the High Street.	HCC and DBC
	CE5: Designated open spaces	CE4A	There are only two designated open spaces in Bovingdon, which are located on the edge of the settlement.				Explore the capacity for public open space as part of any new development.	
CE4B		There are no Local Nature Reserves or Wildlife Sites within Bovingdon.			Create awareness, signage and good connections to the reserve located at Bovingdon Brickworks.			

\* Village Centre only

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MAKING CONNECTIONS	Criteria	Issue number	Issue	Safeguards	Opportunities	Capacities	Agency Responsible (where not solely Dacorum Borough Council)	
	MC1: Land use*	MC1A	AI uses occur at disparate ends of the High Street.		Improve pedestrian connections along the High Street and across the High Street.			
		MC1B	Residential uses fragment the commercial, retail and civic uses in the village centre.			Explore the development of some of the private grassy areas associated with particular residences along the High Street as public space.		
		MC1C	There are several civic uses bunched in the centre of the High Street but are uncoordinated with each other.			Create a coordinated civic space in the middle of the High Street which acts as a bridge between the two ends of the High Street.	HCC as education and highway authority and parish council & DBC.	
	MC2: Circulation demand and linkages	MC2A	The village lacks vehicular permeability, emphasising the importance of the residential enclaves.			In the case of any new development, explore the capacity to build off of the through streets to avoid further congestion in the residential enclaves.	HCC and DBC	
		MC2B	The village suffers from traffic congestion, particularly along the High Street and Chesham Road.			Create a rationalised parking plan which strictly limits on-street parking and facilitates traffic flow through the High Street.	HCC and DBC	
		MC2C	Pedestrians generally do not walk the length of the High Street, walking to shops at one end or the other of the High Street.		Improve the pavement conditions by minimising the number of crossovers and making the pavement a distinctive material to distinguish it from the asphalt road.	Consider the development of the eastern side of the road as a favoured, safe pedestrian path.		
		MC2D	The High Street is an important pedestrian path for schoolchildren.		Limit crossovers from the eastern side of the High Street			
	MC3: Parking	MC3A	The pavements on the High Street are frequently blocked by cars and lorries.	Discourage and regulate parking on pavements.				
		MC3B	Shops generally have parking spaces in front of their frontages, resulting in vehicular-pedestrian conflicts when cars turn into the shops.		Limit the number of crossovers leading to small parking car parks in front of shops.			
MC3C		Many of the residential areas have vehicles parked on the pavements.			Ensure that any new developments have particular areas for off-street parking on wide enough street widths to support proper on-street parking.			
MC3D		The newer cul-de-sac developments have car park areas at the end of the streets.	Maintain designated parking areas and ensure that these parking spaces do not encroach on pedestrian space.					

\* Village Centre only

## KEY ISSUES, SAFEGUARDS, CAPACITIES AND OPPORTUNITIES

QUALITY OF THE PUBLIC REALM	Criteria	Issue number	Issue	Safeguards	Opportunities	Capacities	Agency Responsible (where not solely Dacorum Borough Council)	
	QPR1: Streetscape elements	QPR1A	Consultation participants noted that there was a lack of distinctive signs in Bovington.		Create distinctive signage at the southern and northern gateway to the village.			
		QPR1B	The highway lighting contributes to faster driving on the High Street and detracts from the village centre's character.			Explore distinctive lighting that emphasises the presence of pedestrian and the village's character.		
		QPR1C	A soft design approach could enhance the pedestrian environment.		Raise the kerbs along the pavement and consider a unique paving plan that does not use asphalt. Coordinate the types of bollards and railings that are used in the village.			
	QPR2: Natural elements	QPR2A	The privately-owned open space in the village centre and along the residential streets tends to be simply maintained grassy areas.		Encourage the use of planters, flower beds and street trees to improve the High Street appearance.	Explore the purchase of these grassy areas to develop them as genuine public open space.		
QPR2B		There is a landscaping opportunity site at the southern gateway to Bovington.		Make the site of the pond a landscaped gateway into Bovington.				

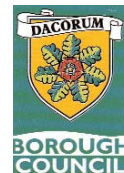
## KEY ISSUES, SAFEGUARDS, CAPACITIES AND OPPORTUNITIES

	Criteria	Issue number	Issue	Safeguards	Opportunities	Capacities	Agency Responsible (where not solely Dacorum Borough Council)
<b>LEGIBILITY</b>	LE1: Vistas, views, gateways	LE1A	The flat nature of Bovingdon minimises the number of key views in the village.				
		LE1B	There is a key view at the southern gateway to the village centre, looking toward the Well.		Enhance this view with proper signage, special paving, and appropriate landscaping.		
	LE2: Edges, paths, nodes, landmarks, districts	LE2A	The northern gateway to the village is not a distinctive entrypoint to the village.		Enhance this gateway with proper signage.		
		LE2B	The High Street lacks coherence, due to the lack of cluster land uses and listed buildings.			Create a comprehensive village centre plan which establishes clear pedestrian paths, links the active land uses and creates a coordinated civic space in the middle of the High Street.	

# BOVINGDON



## Consultation Workshop



urban  
practitioners



# CONSULTATION

## Bovingdon Urban Design Assessment 6 July 2005

The Bovingdon Urban Design Assessment Day was held on Wednesday 6 July 2005 at Bovingdon Memorial Hall, Bovingdon.

The purpose of the event was to examine the community's perceptions of Bovingdon and to record how people use the village in their daily lives. The event was comprised of three workshop sessions, each focusing on a different issue in relation to Bovingdon, from the character and textures that create a unique local identity, to personal perceptions of the village, to the mapping of each resident's commonly used routes and connections. In addition, Urban Practitioners gave a presentation on the 'elements of urban design,' showing how they would be conducting their study.

The event was attended by around 22 local stakeholders and was introduced by Laura Wood, Senior Planner at Dacorum Borough Council. Antony Rifkin of Urban Practitioners explained the programme for the day.

### RECORD OF ATTENDANCE

The following people attended the event:

John Arundel, Bovingdon Parish Council  
Sue Arundel, Local Stakeholder  
Sylvia Briden, Hyde Meadows Residents Association  
Richard Briden, Bovingdon Parish Council  
Kathy Banks, Local Stakeholder  
Robin Bowler, Bovingdon Parish Council  
Elwin Cummings-Palmer, Bovingdon Parish Council  
Kim Dell, Local Stakeholder  
Jessica Ferm, Urban Practitioners  
Gina Gillard, Local Stakeholder  
Reg Gillard, Local Stakeholder  
Terry Godfrey, Local Stakeholder  
Doreen Jones, Local Stakeholder  
Lynette Kaye, Urban Practitioners  
Chris McGuire, Local Stakeholder  
Donald Moore, Local Stakeholder  
Antony Rifkin, Urban Practitioners  
Richard Roberts, Local Stakeholder  
Michael Rose, Local Stakeholder  
Becky Sanders, Urban Practitioners  
Julie Steer, Bovingdon Parish Council  
Roger Tregunno, Local Stakeholder  
Jennifer West, Local Stakeholder  
Francis Whittaker, Dacorum Borough Council  
Selina Wilson, Local Stakeholder  
Laura Wood, Dacorum Borough Council

## DACORUM URBAN DESIGN ASSESSMENT BOVINGDON

# URBAN DESIGN ASSESSMENT DAY

Date Wednesday 6 July 2005

Time 2.00-5.00pm

Venue Bovingdon Memorial Hall

## PROGRAMME

- 2.00 Registration and buffet lunch
- 2.20 Introduction  
Laura Wood, Senior Planning Officer  
Antony Rifkin, 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



Workshop participants working together in Workshop 1: What Surrounds Us?



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



Participants marking their routes and barriers on plans of Bovingdon



# 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 Bovingdon. 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. The architectural detailing in photograph three was the only feature that one group was unable to identify and locate.

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. Overall, the groups were able to identify those spaces in public ownership and private ownership. There was a degree of ambiguity concerning some of the spaces, particularly where private and public areas were close together.

The third section required the groups to identify the function of local features. All of the participants were able to correctly identify the function of each of the features; the security gate, advertising space and the private garage for parking/storage.

### How well do you know your village?

## DACORUM

URBAN DESIGN ASSESSMENT  
BOVINGDON

**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 participants working together in Workshop 1: What Surrounds Us?



Participants working together in Workshop 1 to identify and locate local features



Participants working together in Workshop 1 to identify and locate local features



# WORKSHOP 2 - DOES IT WORK FOR US?

## Neighbourhood perceptions

A short presentation was given to the group by Antony Rifkin 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

**BOVINGDON**

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.

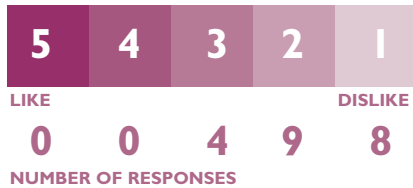
When you have completed the sheet, please return it to a member of the Urban Practitioners team

BUILDING MATERIALS				
	5 4 3 2 1	5 4 3 2 1	5 4 3 2 1	5 4 3 2 1
SHOP SIGNS				
	5 4 3 2 1	5 4 3 2 1	5 4 3 2 1	5 4 3 2 1
FOOTPATHS				
	5 4 3 2 1	5 4 3 2 1	5 4 3 2 1	5 4 3 2 1
BOUNDARY				
	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



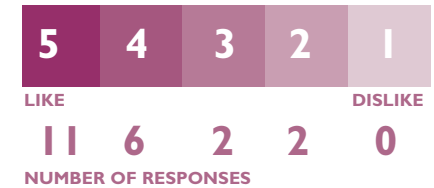
The 1970's building of machine made buff brickwork with concrete tile hanging was unpopular with workshop participants. The majority of people gave these building materials a score of one or two. It was considered as boring and unimaginative by a number of participants.



The machine made brickwork combining buff brick with a red brick dressing received a mixed response from at workshop. Scores between five and two were given to the materials with three and four being the most common. Participants acknowledged that these materials were modern, durable and reliable.



Responses were also mixed to the image of a pebble dashed building with brick corbelling. Scores of between one and five were given and the overall preference of participants is difficult to gauge. Whilst some people described the materials as pleasant, tidy and traditional, others found them messy and dowdy.



The scalloped clay tile hanging in this photograph was popular, and it was given a score of four of five by the majority of people. In describing the materials, adjectives such as 'attractive' and 'character' were the most frequently used.

COMMENTS	
Boring (x3)	Too period
Basic (x2)	Awful
Bland (x2)	
Dated	
No imagination	
Modern (x3)	
Plain	
Suburban	
Functional	
Cold	
Flimsy	

COMMENTS	
Quality	Contrast
Home style	Stark
Estate	Solid
Streamlined	Classical
Modern (x2)	Stability
Traditional	Strength
Too modern	Fussy
Ordinary	Tasteful
Brick detail	
Bright	
Good design	

COMMENTS	
Pleasant	Dowdy
Scruffy	Old fashioned
Old	Ordinary
Maintenance	Period
Tidy (x2)	Messy
Bleak	Character
Traditional (x2)	
Drab (x2)	
Dull	
Nice contrast	
Cheap	

COMMENTS	
Character (x3)	Classical
Warm	Period (x2)
In keeping	Old-fashioned
Attractive (x4)	Old
Quality	
Neat	
Interesting	
Traditional	
Fussy	
Folksy	
Prominent	

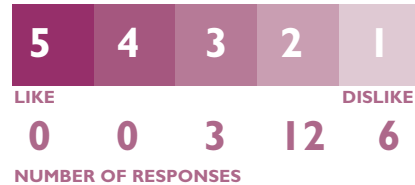
## WORKSHOP 2 - DOES IT WORK FOR US?

### SHOP SIGNS



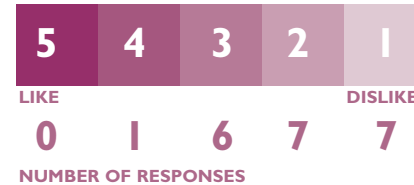
This hairdressers shop sign received a mixed response. The majority of people gave the sign a score of two or three indicating that people either did not like it or they were indifferent to it. A number of people liked the sign enough to give it a score of four. Adjectives to describe the sign were wide-ranging and varied from 'appropriate' and 'character' to 'brassy' and 'dated'.

COMMENTS	
Humour	Attractive
Old-world	Appropriate
Old	Brassy
Character (x2)	Noisy
Old fashioned	Dislike
Stylish	Quick
Garish	Dated
Wrong colour	Complicated
Obvious	Unattractive
Quite appealing	
Too much	



This sign was unpopular and many people gave it a score of one or two. It was considered to be 'garish', 'brash' and 'loud'.

COMMENTS	
In your face	More suitable for
American	a town
Stark	Harsh
Over the top	Bold
Too modern	Brash
Common	Messy
Garish	Quick
Uninspiring	Loud (x2)
Kids stuff	
Too bold	



This blue and yellow sign was also unpopular and workshop participants frequently gave it a score of one or two. Many people described the sign as garish and bright.

COMMENTS	
Garish (x5)	Quick
Loud	Modern
Bright (x2)	OK
French	
Plastic	
Nouveau Art	
Dislike colour	
Too bright	
Cheap	
Gaudy	
Dislike	



This sign was popular and it was given a score of four of five by the majority of people. Comments about the sign revealed that it was popular because of its 'simple and plain' and 'functional and smart' style. Other comments revealed that people thought the sign was 'tasteful' and 'distinguished'.

COMMENTS	
Pleasant	Smart
Stylish	Good/sold
Unfussy	Quality
Simple and plain	Tasteful
Nice sign	Classy
Good	Distinguished
Plastic	Good
Clean and clear	Stability
Class	Outstanding
Dull	Functional
Functional	



# WORKSHOP 2 - DOES IT WORK FOR US?

## FOOTPATHS



Many people did not like this footpath and it was often described as unsafe and harsh. This feeling was also reflected in the low scores given to the path. The majority of people gave the image a score of one or two.



This footpath was given a score of three or two by most people and was considered as ordinary and attractive by some. Others thought that the footpath was intimidating and unsafe whilst others considered it boring and ordinary.



The narrow footpath in this image was also unpopular and many people gave it a score of two. Some people found the footpath claustrophobic and dangerous or frightening.



The final image of a footpath was the most popular and eleven people gave it a score of five. It was considered open and safe, green and relaxing.

COMMENTS	
Undefined	Messy
Untidy	Annoying
Uncontrolled	Insecure
Unsafe (x4)	Security issues
Safety	Dangerous
Confusing	Hazardous
Car	Scruffy
park/footpath	
Harsh (x2)	
Dangerous	
Not defined	

COMMENTS	
Pleasant	Attractive
Unsafe	Dull
Ordinary	Curiosity
Light	Dangerous
Enclosed	Characterless
Untidy	Bland
Unsafe	
Intimidating (x2)	
Too dark	
Uninviting	
Boring	

COMMENTS	
Pleasant	Scruffy
Unsafe	Security (safety)
Inviting	Claustrophobic
Dangerous (x2)	(x2)
Green but trapped	Scary
Dark	Cramped
Unsafe	Security issues
Intimidating	Curiosity
Dingy	Over-powering
Frightening	
Narrow	

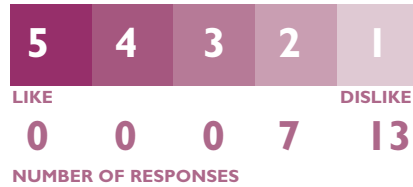
COMMENTS	
Open and safe	Pleasant
Pleasant (x2)	Relaxing
Rural (x2)	Open
Green (x2)	Security issues
Mess	Safe
Good (x2)	Secure
Pleasant	
Well defined	
Serene	
Pleasant	

# WORKSHOP 2 - DOES IT WORK FOR US?

## BOUNDARIES



This green boundary was popular with the majority of people. Comments about the image ranged from interesting and pleasant to remote and heavy from those who disliked the image.



The colourful fence in this image was considered to be 'garish' by some people and 'awful' by others. The majority of workshop participants gave this image a score of one and nobody gave it a score of higher than two.



The boundary in this image was popular and many people gave it a score of four. A variety of adjectives were used to describe the boundary, most commonly 'pleasant', 'tidy', 'villagey' and 'open'.



This boundary treatment was very popular with workshop participants. The boundary was described as pretty and attractive and one person even considered it as 'picture postcard'.

COMMENTS	
Interesting (x2)	Private
Pleasant (x2)	Tasteful
Seaside	Remote
Access issues	Heavy
Overgrown	Security
Functional	Intrigue
Interesting	No wheel chairs
Inviting	Picturesque
Well defined	Too narrow
Nice/difficult	Enticing
Hides the view	
Neat	

COMMENTS	
Garish (x5)	Urban
Tatty	Keep out
Eyesore	Ugly
Awful (x4)	Hostile
Intimidating	
Disgrace	
Seaside	
Bright	
Tasteless	
Unfriendly	
Poor	

COMMENTS	
Pleasant (x2)	Appropriate
Tidy (x2)	Nice (x2)
Villagey (x2)	Friendly
Green (x2)	Openness
Easy to maintain	Charming
Neat	
Uninviting	
Open (x2)	
Not in keeping	
Open and clean	
Functional	

COMMENTS	
Attractive (x3)	Nice - keep off
Friendly	Fussy
Pretty (x5)	Too complex
Clean lines	Picture postcard
Homely	
Pleasing	
Colourful	
Soft	
Villagey	
Nice	
Thoughtful	

## WORKSHOP 2 - DOES IT WORK FOR US?

### CONCLUSIONS

#### BUILDING MATERIALS

Local style, materials and durability were the most important feature concerning building materials. Many people preferred the scalloped tile hanging and machine-made brick to pebble dashed finishes. Modern buff brick and concrete were least popular because their bland and unimaginative appearance. Tradition and quality were key elements that influenced people's preferred building materials.

#### SHOP SIGNS

Simple, stylish and clear shop signs were the preferred type at the workshop. High quality and good materials were considered important factors. Signs that were brightly coloured were frequently perceived as garish and down market. Old fashioned signs received a mixed response and some people thought they were attractive whilst others found them less appealing.

#### FOOTPATHS

Popular footpaths were those that were green and open. There was a general feeling against enclosed footpaths that were not overlooked. Safety was an important concern for many people. In addition, footpaths that had an unclear boundary between cars and pedestrians were unpopular.

#### BOUNDARIES

Green boundaries were the overwhelming preference for workshop participants. In particular, places where attractive green private areas complement the adjacent public highway were popular. Boundaries that enable a clear view between public and private spaces were also preferred by many people.

#### MOST POPULAR IMAGES



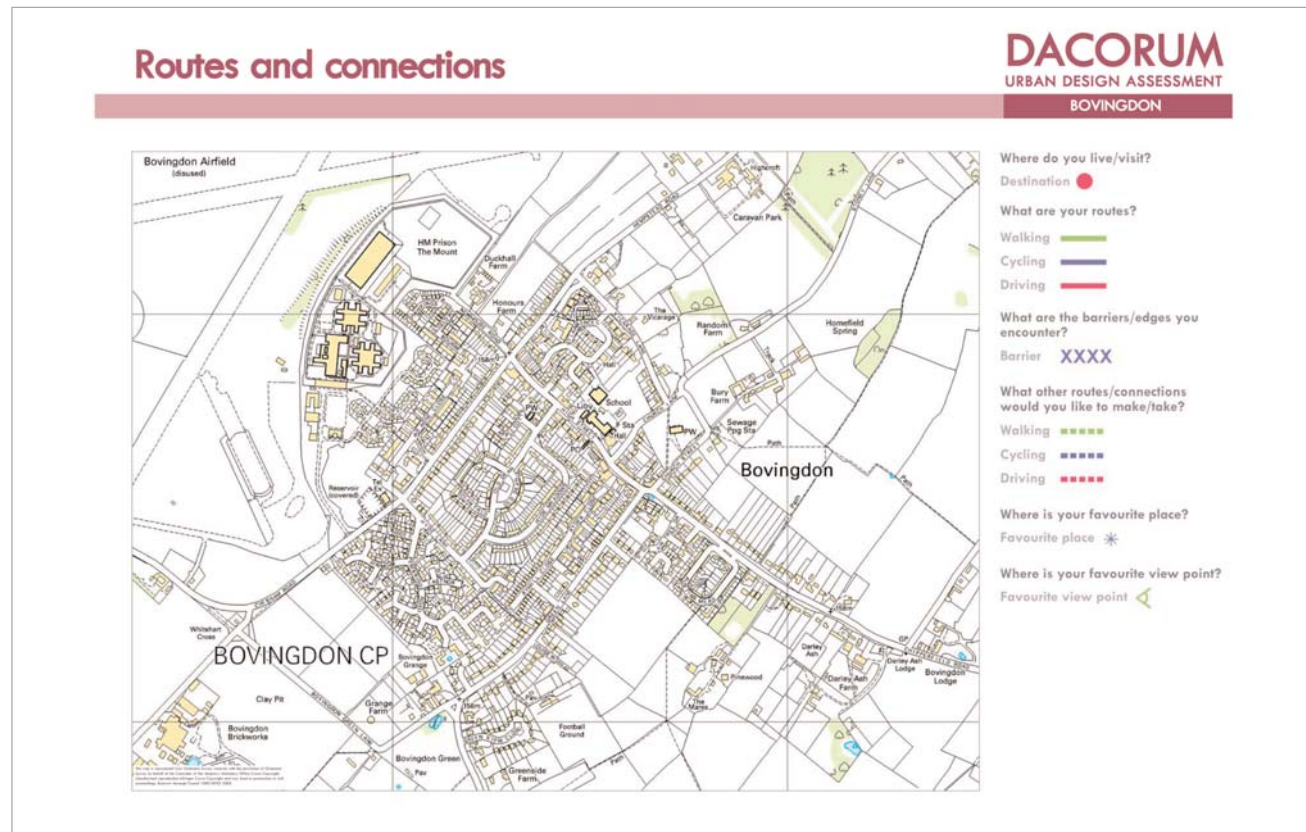


# WORKSHOP 3 - WHERE ARE WE GOING?

## 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 Bovingdon 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 Chipperfield Road and it was used by people travelling by car, on foot and by bike. In addition, Green Lane was another popular transport route for people travelling by all modes of transport. The annotated plans also highlighted that a number of people use Chesham Road. The footpaths to the west of Bovington and to the south were well used by pedestrians.

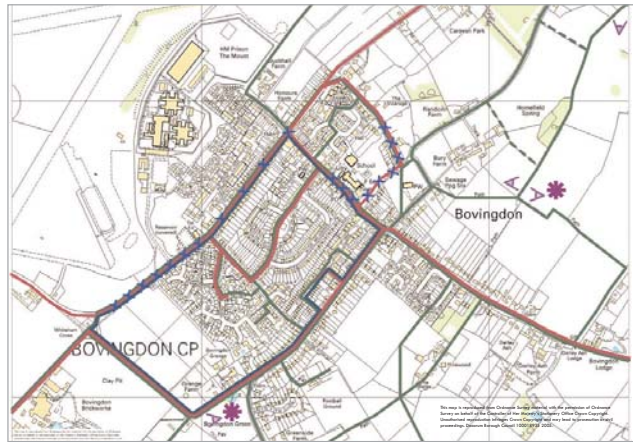
## Barriers

A number of barriers were discussed in the workshop; the most common of these was congestion on Chesham Road. Traffic on Chesham Road was cited as particularly bad on Saturdays when Bovington Market is held. Parking along the narrow High Street was also perceived as a major barrier, and the danger to pedestrians from cars mounting the kerb was a particular concern. In addition, other barriers on the High Street included trucks using the high Street as a through route and adding to the congestion. Some people thought that a bypass may be one option to

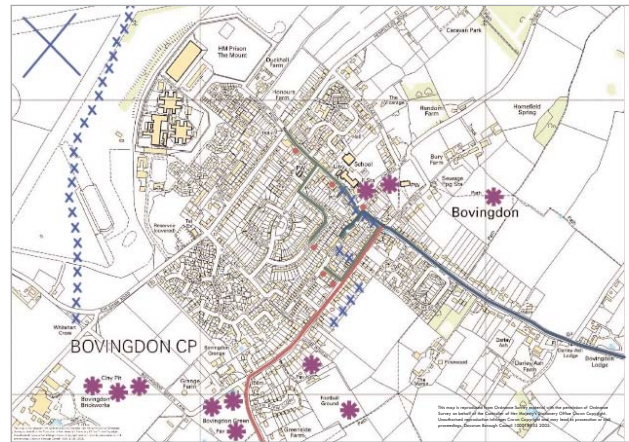
relieve the congestion in the centre of the village. Finally, another barrier to movement around the village was noted to be large buses that are too wide for the narrow roads of Bovington.

## Favourite views and places

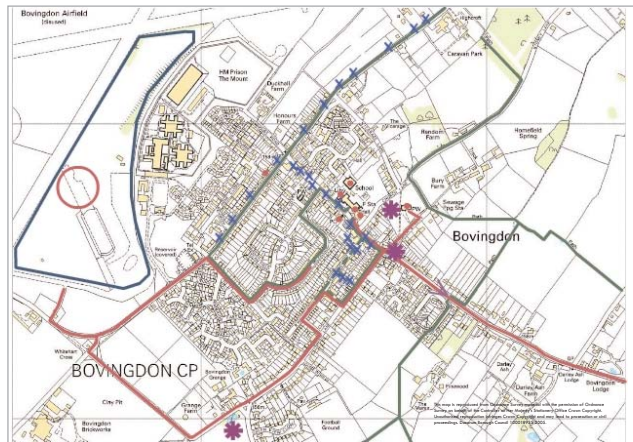
Favourite places were discussed in the workshop and many people made reference to the areas of open space to the north and south of the village. Bovington Green was another popular place around the village as was the library. There were very few favourite places cited along the High Street itself.



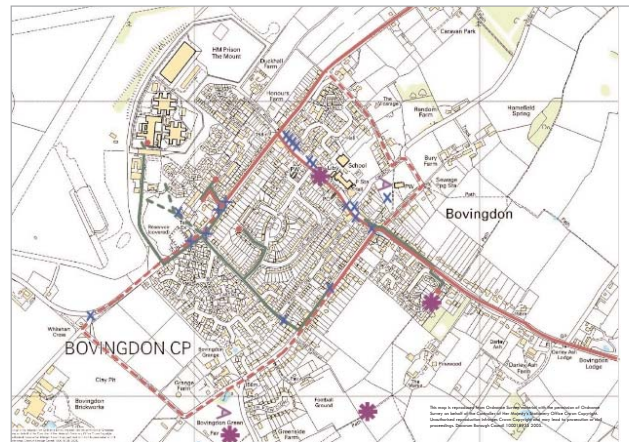
Group 1: Chesham Road, Chipperfield Road Green Lane were popular routes



Group 2: The open spaces and parks around Bovington were favourite places



Group 3: The footpaths around the village were used by pedestrians in this group



Group 4: Improved connections to the west of the village were suggested

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