



Street Pride Report for Fleet

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of the Fleet & Church Crookham Society**

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1. Executive summary

Streets make up nearly 80% of the public spaces in our urban areas. They often become cluttered with all kinds of objects that are unnecessary, badly designed, poorly located, and lack coordination. The result is streets with physical and visual obstructions that make them appear degraded, uncared for, and without local distinctiveness or character.

The guiding principle arising from the various initiatives from bodies such as the Department for Transport, English Heritage, the Communities and Transport Secretaries of State, Hampshire County Council and Civic Voice is that designers should start from a position of simplicity and the avoidance of clutter. 'Less' is indeed 'more' and should be a guiding principle of good scheme design.

The Fleet & Church Crookham Society has taken a keen interest in Civic Voice's Street Pride initiative because it accords with some of the objectives given in the Society's Constitution, including the promotion of civic pride.

A street audit undertaken by the Fleet & Church Crookham Society concentrated on three main roads in the centre of Fleet:

1. Kings Road from its junction with Clarence Road to Fleet Road.
2. Fleet Road from its junction with Kings Road to the Oatsheaf crossroads.
3. Reading Road South from the Oatsheaf crossroads to the Basingstoke Canal bridge/junction with Aldershot Road and Connaught Road.

The Society concludes that the majority of street furniture is considered necessary and should remain in place. Individual items that could be combined or removed, or that require repair, are highlighted in blue in Appendix 1.

The Society hopes that opportunities to upgrade other roads in Fleet in a similar manner to Fleet Road between Birch Avenue and the Oatsheaf Crossroads will be sought. Whilst recognising the financial difficulties and other priorities facing the council, such opportunities may arise through activities such as Fleet Vision and Fleet Town Access Plan. In particular we recommend that the street furniture in Reading Road South from the Oatsheaf crossroads to the Basingstoke Canal bridge is reconsidered.

When such redesign is undertaken, it is clear that Hampshire County Council, in its *Companion Document to Manual for Streets* places greater emphasis in street design on 'people and place' than on traffic movement, and the Society hopes that these principles are followed in any changes to the street scene in Fleet and Church Crookham.

The Fleet & Church Crookham Society fully supports and is encouraged by the new policy concerning streets.

The Society therefore hopes that the results of this voluntary street audit will assist Fleet Town Council, Hart District Council and Hampshire County Council, along with other providers of street furniture, to minimise or eliminate street clutter wherever possible.

The Society expects everyone concerned to work together in partnership to ensure that the appearance of our local streets is not degraded by excessive or intrusive traffic signs, road markings and other street furniture.

2. Introduction & background

The **Department for Transport's (DfT) *Manual for Streets*** (2007) states:

"The excessive or insensitive use of traffic signs and other street furniture has a negative impact on the success of the street as a place".



Despite this statement, street clutter continues to blight the local environment of many towns and villages.

English Heritage's *Save Our Streets* initiative states:

"Streets are the foreground of our buildings and the backdrop to everyday lives. Yet England's streets are increasingly cluttered with traffic signs, bollards and guardrails. This results in streetscapes that are both unsightly and lack character.



"A standard response from councils to complaints about street clutter is that signs, bollards and guardrails are required for safety regulations. In fact very little is dictated by law."

The towns and villages of England are being blighted by superfluous signs, haphazard paving and obstructed footways. As a result our streets are losing their local distinctiveness and character. *Save Our Streets* is a campaign to return England's streets to places where people want to be, where all street users are accommodated and where communities thrive as a result.

Streets make up nearly 80% of the public spaces in our urban areas. They often become cluttered with all kinds of objects that are unnecessary, badly designed, poorly located, and lack coordination. The result is streets with physical and visual obstructions that make them appear degraded, uncared for, and without local distinctiveness or character.

2.1 Hampshire County Council's response to the DfT's *Manual for Streets*

Hampshire County Council published a ***Companion Document to Manual for Streets*** in April 2010, which stated:



"When the new national guidance on highways, the *Manual for Streets*, was published in March 2007 the Council saw it as a great opportunity to take the lead in 'place-shaping', with an approach to highways design that recognises the role of streets in making a positive contribution to the quality of life and well-being of communities in Hampshire."

"We are now fully committed to the principles and aims of the *Manual for Streets*. Across the authority the Manual has replaced the very prescriptive standards that were once used. Working in an integrated way we will now be able to consider all users' needs."

The *Companion Document to Manual for Streets* is a technical guide intended for developers, designers and planners, which does not replace the *Manual for Streets* but sits alongside it. The key difference between these two manuals for streets and earlier design manuals is that they place greater emphasis in street design on 'people and place' than on traffic movement.

2.2 *The Communities and Transport Secretaries of State*

The **Department for Communities and Local Government** issued a press release on 26 August 2010, which stated that:



“Councils will today be urged to get rid of unnecessary signs, railings and advertising hoardings in a bid to make streets tidier and less confusing for motorists and pedestrians.”

“Communities Secretary Eric Pickles and Transport Secretary Philip Hammond are concerned that the character of the country's urban spaces is being damaged and have written to councils leaders calling on them to reduce the number of signs and other 'street clutter'.”

“The Government believes that in some cases traffic signs and railings are installed by councils in the mistaken belief that they are legally required. However, although some signs are required by law, Government advice is that for signs to be most effective they should be kept to a minimum. To help councils do this the Department for Transport is reviewing traffic signs policy and new advice on how to reduce clutter will be published later this year.”

“**Ministers want communities to inform local authorities of particularly bad examples of clutter** as part of the Big Society in action. Organisations who promote good urban design like **Civic Voice**, Living Streets and fixmystreet.com are already helping people alert councils to examples of clutter and showing people how to carry out **street audits**.” *[our emphasis]*

2.3 *The guiding principle for streets*

The guiding principle arising from the various initiatives referred to in the preceding paragraphs is that designers should start from a position of having no signs, and introduce them only where they serve a clear function.

Some street furniture plays an important role but it is central Government policy that good design and the creation of interesting places for people to use and enjoy should tend towards simplicity and the avoidance of clutter. 'Less' is indeed 'more' and should be a guiding principle of good scheme design.

Having fewer traffic signs, road markings, and related equipment and street furniture, can also save money and reduce potential maintenance costs.

2.4 Civic Voice and Street Pride



As mentioned above in the press release from the Communities and Local Government Departments, one of the organisations involved in the promotion of good urban design is Civic Voice.

Civic Voice is the new national charity for the civic movement in England. Launched in April 2010, it replaced the former Civic Trust, and already over 250 civic societies with more than 61,000 members have joined, including the Fleet and Church Crookham Society.

The mission statement of Civic Voice is:

“Civic Voice works to make the places where everyone lives more attractive, enjoyable and distinctive. We speak up for civic societies and local communities across England. We promote civic pride. We are the national charity for the civic movement and have a strong local presence. We know how people feel about places because we feel the same way.”

One of Civic Voice’s current campaigns is **Street Pride**, a national campaign supporting local action to help rid the streets of unnecessary clutter.

2.5 The Fleet & Church Crookham Society and Street Pride



The Fleet and Church Crookham Society has taken a keen interest in Civic Voice’s Street Pride initiative because it accords with some of the objectives given in the Society’s Constitution. These objectives are concerned with the promotion of high standards of planning and architecture, preservation of features of historic interest, protection of the environment, and promotion of civic pride in the area.

Accordingly two representatives of the Society (Gillian Wain and Stuart Bates) attended a **Street Pride Campaign Workshop** held at The Guildhall, Winchester, in May 2010. The Workshop was **organised by Civic Voice working together with English Heritage**. The main purpose of attending the Workshop was for the Society to learn how to conduct a Street Audit, and subsequently to attempt such **an audit in Fleet Town Centre**.

Street audits are at the heart of the Street Pride campaign, with particular emphasis on four of the main sources of street clutter: bollards, signs, posts (including lampposts and traffic lights), and guard rails. There are however many other causes of clutter, from litter bins to broadband cabinets.

3. Fleet Town Centre street audit methodology

The street audit undertaken by the Fleet and Church Crookham Society concentrated on three main roads in the centre of Fleet:

1. Kings Road from its junction with Clarence Road to Fleet Road.
2. Fleet Road from its junction with Kings Road to the Oatsheaf crossroads.
3. Reading Road South from the Oatsheaf crossroads to the Basingstoke Canal bridge/junction with Aldershot Road and Connaught Road.

The street audit was completed on 12 December 2010, with all items of street furniture marked on a map, and listed with the following details:

- Type of item (eg post, bollard, guard rail, sign)
- Size/height/length (dimensions in metres)
- What does it do?
- What should be done? (remove, relocate, combine, redesign, leave)

Photos were taken of some of the items that we liked and those we did not like, particularly where we considered they were in need of repair.



A view of Fleet Road taken during the audit

4. Results of the Street audit of Fleet Town Centre

Full results of the street audit undertaken, with maps showing the position of each item of street furniture, are given in Appendix 1. Photographs of particular items of street furniture (noted in the survey tables in Appendix 1) are given in Appendix 2.

The overall impression of an audit of the Fleet Town Centre street scene is that it is not too adversely affected by signs, bollards, guard rails, or other street furniture, and that it should be the aim of all concerned to continue to ensure it remains as clear and uncluttered as possible.

This main conclusion can be deduced from a broad scan of the tables in Appendix 1 which show that the majority of street furniture is considered necessary and should remain in place.

In particular the Society felt that the redesigning of Fleet Road between Birch Avenue and the Oatsheaf Crossroads a few years ago was a great improvement and has left the street looking smart. In this redesign, items of street furniture such as guardrails have been chosen for a less cluttered, heritage-style look. Unfortunately, this makes the surrounding streets look tatty in comparison, and the Society hopes that opportunities to upgrade other roads in Fleet will be sought as development opportunities (such as the Fleet Vision and Fleet Town Access Plan) arise.

The Society also recognises that streets tend to become more cluttered over time by the incremental addition of street furniture without having regard for the overall appearance of the street, and so the Society would like to see a regular audit with the aim of identifying and removing unnecessary signs and other items of street furniture.

The tables in Appendix 1 include the Society's recommendation for each item of street furniture, but some particular points of note are outlined below.

4.1 Fleet Town Centre street audit: likes

- The Society liked the **open guardrail design** used near pedestrian crossings in Fleet Road (eg item 27). The Society noted that DfT guidance says "Guard railing should not be provided unless a clear need for it has been identified." (DfT Manual for streets 2007) The Society felt, however, that the use of guardrails to mark pedestrian crossings in Fleet Road seemed appropriate and proportionate, as the original planners must have also done. The open design meant that small children could still clearly be seen (which is a danger of the use of a closed design).



Open guard rails at pedestrian crossing in Fleet Road, with attractive seating area in the background

- **Litter bins** are provided frequently. The Society also liked the provision of **recycling bins** for paper and cans (eg Fleet Road item 59) and felt that consideration should be given to more of these being discretely installed, otherwise recyclable items end up unsorted in the litter bins.
- The use of brick to form strategically placed islands of **beds for shrubs and flowers** (eg Fleet Road item 159 – see photo right), along with the **adjacent seating areas**, makes a positive impact on the street scene. These give the impression that the community and its local authority care about the high street.



4.2 Fleet Town Centre street audit: dislikes

- It appeared to the Society that there was scope for some **road signs** to be redesigned and combined to be clearer and to utilise fewer posts (eg Fleet Road items 1 and 3 and Reading Road South items 19 & 20).
- Part of the redesign of Fleet Road included the provision of **heritage-style signs** indicating places of interest such as All Saints' Church and the Harlington Centre (Fleet Road items 36, 85, 111, 131, 141). The Society felt that in general these were too high and too small to be noticed by most pedestrians and were therefore not serving their purpose. Item 36 was damaged in an accident and had not been repaired for at least 6 months. These signs clutter the street scene with little benefit and should be relocated, replaced or removed.
- The number of **"No Loading" signs** in Fleet Road seemed excessive (40 in total), and should be reduced if possible. Furthermore, it seems unnecessary to place "No Loading" signs in areas that have zig-zag road markings around pedestrian crossings (eg Fleet Road items 29, 66, 68) as the zig-zag markings mean that vehicles are not allowed to park or overtake, therefore loading would not be allowed anyway.
- Some of the **"No stopping" signs at bus stops** have been mounted on the bus shelter. The Society considered that for consistency and a reduction of signs on posts, as many as possible should be relocated and mounted on the bus shelters (eg Fleet Road item 25).

- The Society particularly disliked the large illuminated **advertising hording** outside KFC in Fleet Road (item 43). It was out of character, intrusive, and in particular blocked the pavement for pedestrians. Not only did we consider it completely unnecessary but, along with the adjacent posts, it created a definite pavement pinch point.



The illuminated advertising hording (item 43) can be seen through the middle of the direction sign. It clearly blocks the thoroughfare. The cycle racks (item 42) are in clear use, even on a Sunday morning

- The use of 18 **bollards** along a stretch of Reading Road South is not generally considered to be a style of good urban design these days, even if they are a cheap and simple solution to a greater problem of illegal vehicle parking straddling the pavement. These bollards were perhaps the most intrusive items of street clutter during the audit. The Society suggests that the street furniture in this part of Reading Road South be reconsidered.



Good use of bollards: to prevent corner cutting on the junction of Victoria Road with Fleet Road (rather than using guard rails) (item 117)



Over-use of bollards: a line of 18 in Reading Road South (item 3)

4.3 Fleet Town Centre street audit: other comments

- This report does not include individual identification of free-standing '**A' Board-type signs** (ie boards used for advertising goods & services offered by businesses). However, the Society noted the proliferation of these signs and the fact that in some places they caused an obstruction to pedestrians, particularly Sainsbury's in Fleet Road. This is despite a supposed recent crackdown by Hampshire County Council officers who have distributed the Council's Code of Practice on A-boards and asked offending businesses to take remedial action (Fleet Town News – July/August 2010; published by Fleet Town Council).
- The Society's street audit did not include the traffic signal boxes required by pedestrian crossing and road junctions nor **broadband cabinets**. However, we have noticed a proliferation of the new broadband cabinets in the streets in Fleet. This is the subject of another campaign by Civic Voice as many of these broadband boxes are being poorly located, inflexibly designed and made unnecessarily intrusive. The new broadband boxes stand 1.6 metres high and do not require planning consent. More information on this campaign is available at www.civicvoice.org.uk.

5. Next steps/action plan

Following a street audit of three main streets in Fleet Town Centre, the Fleet & Church Crookham Society concludes that the majority of street furniture is considered necessary and should remain in place. Individual items that could be combined or removed, or that require repair, are highlighted in blue in Appendix 1.

The Society hopes that opportunities to upgrade other roads in Fleet in a similar manner to Fleet Road between Birch Avenue and the Oatsheaf Crossroads will be sought. Whilst recognising the financial difficulties and other priorities facing the council, such opportunities may arise through activities such as Fleet Vision and Fleet Town Access Plan. In particular we recommend that the street furniture in Reading Road South from the Oatsheaf crossroads to the Basingstoke Canal bridge is reconsidered.

When such redesign is undertaken, it is clear that Hampshire County Council, in its *Companion Document to Manual for Streets* places greater emphasis in street design on 'people and place' than on traffic movement, and the Society hopes that these principles are followed in any changes to the street scene in Fleet and Church Crookham.

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The Society expects everyone concerned to work together in partnership to ensure that the appearance of our local streets is not degraded by excessive or intrusive traffic signs, road markings and other street furniture.

6. Bibliography

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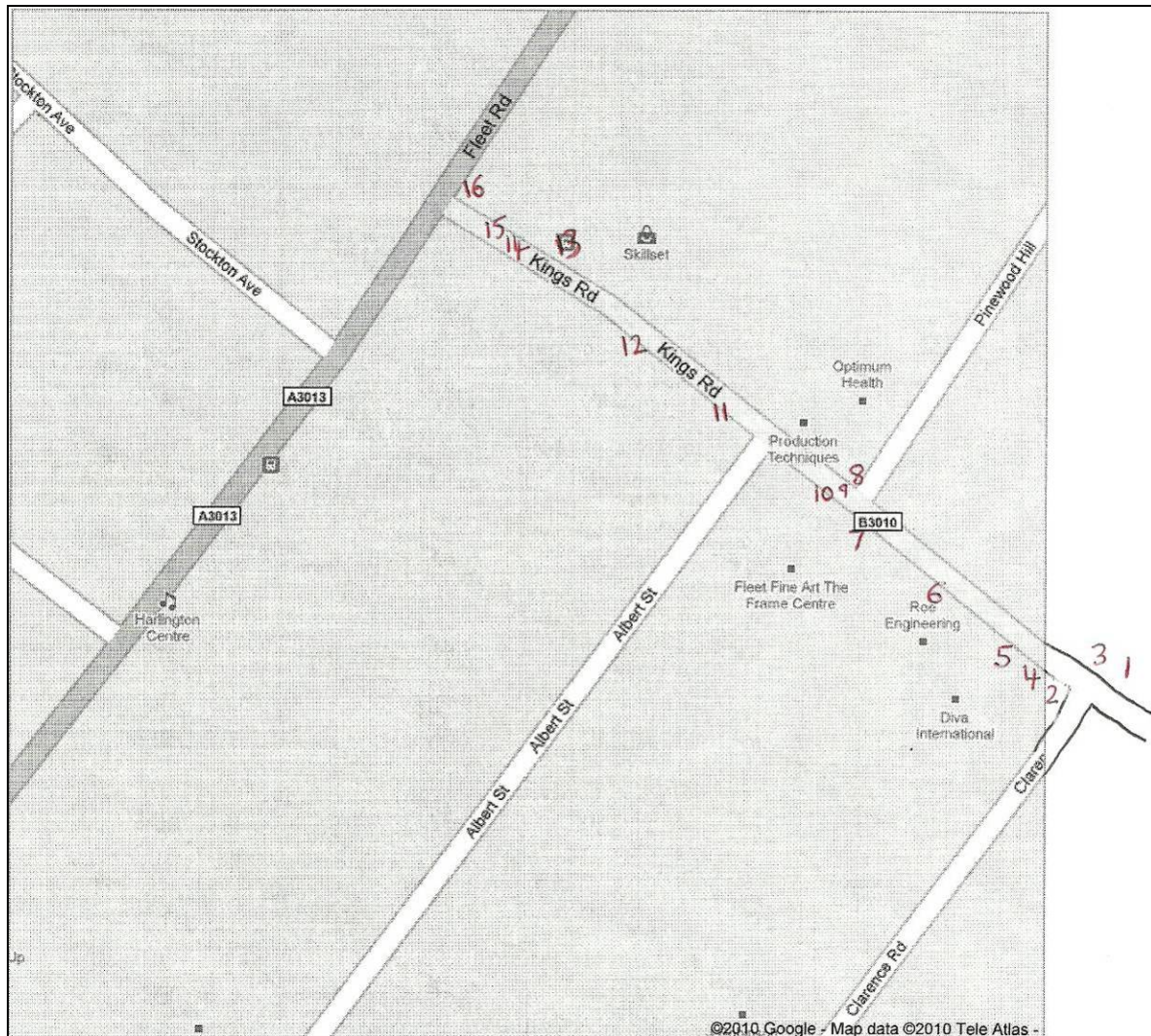
English Heritage. Save Our Streets. Campaign information available at: www.english-heritage.org.uk/caring/save-our-streets

Hampshire County Council. Companion Document to Manual for Streets. 2010. Available at:
www3.hants.gov.uk/hampshire-manual-for-streets.htm

Civic Voice. Street Pride. Campaign information available at:
www.civicvoice.org.uk/campaigns/street-pride

7. Appendix 1: audit maps and street survey forms

Survey 1: Kings Road from its junction with Clarence Road to Fleet Road



STREET PRIDE

Street survey form

Number of survey form: 1

Lines highlighted in blue indicate where action should be considered

Completed by: Gillian Wain and Stuart Bates

email: gillian.wain@fccs.org.uk

Date completed: 12 December 2010

Name of street(s) surveyed: Kings Road between junction of Clarence Road and junction of Fleet Road

Name of village, town, city (including area where relevant): Fleet, Hampshire

Grid reference (include two letter code and six figure reference): SU 812 546

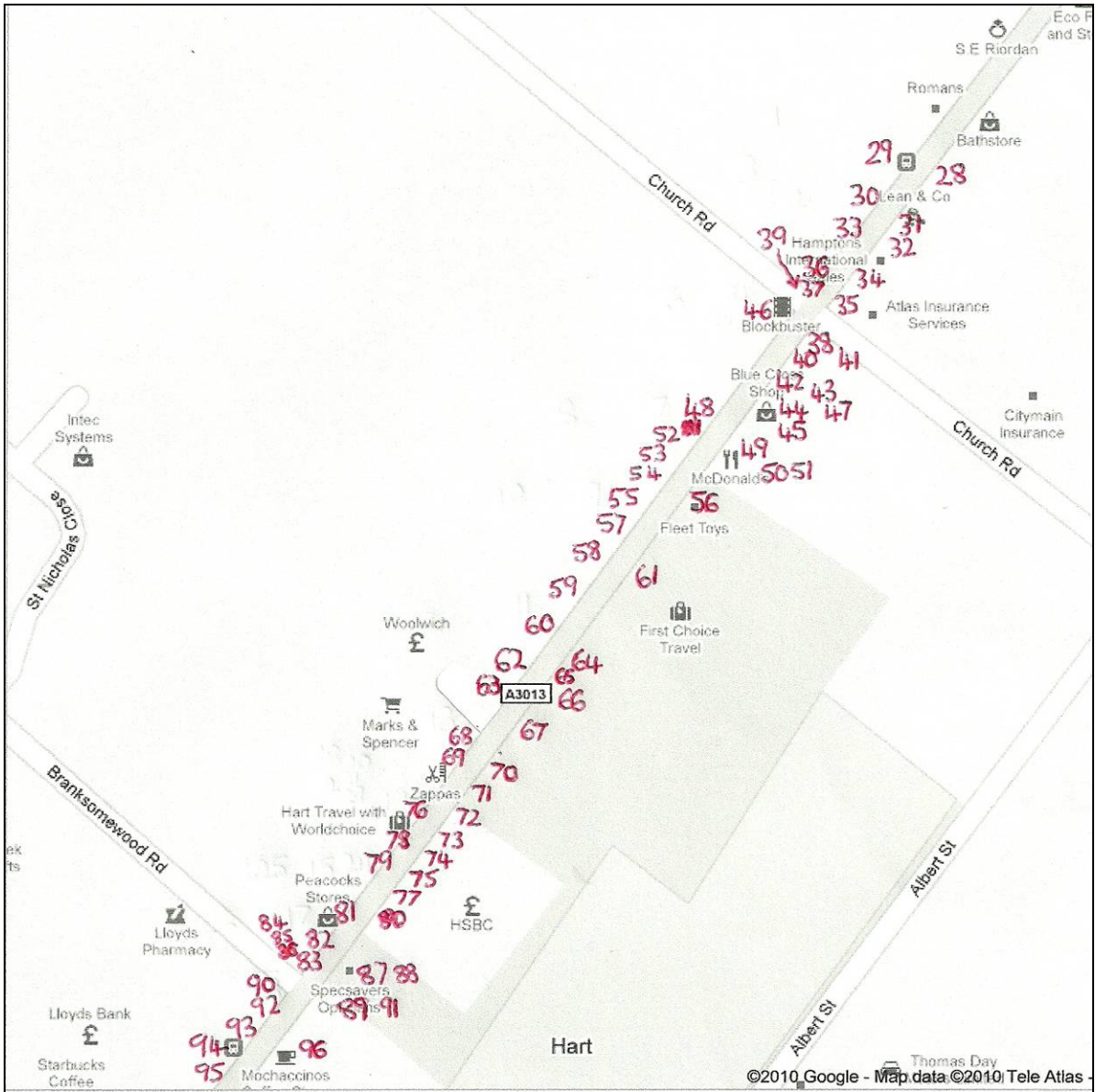
Postcode: GU51 3SF

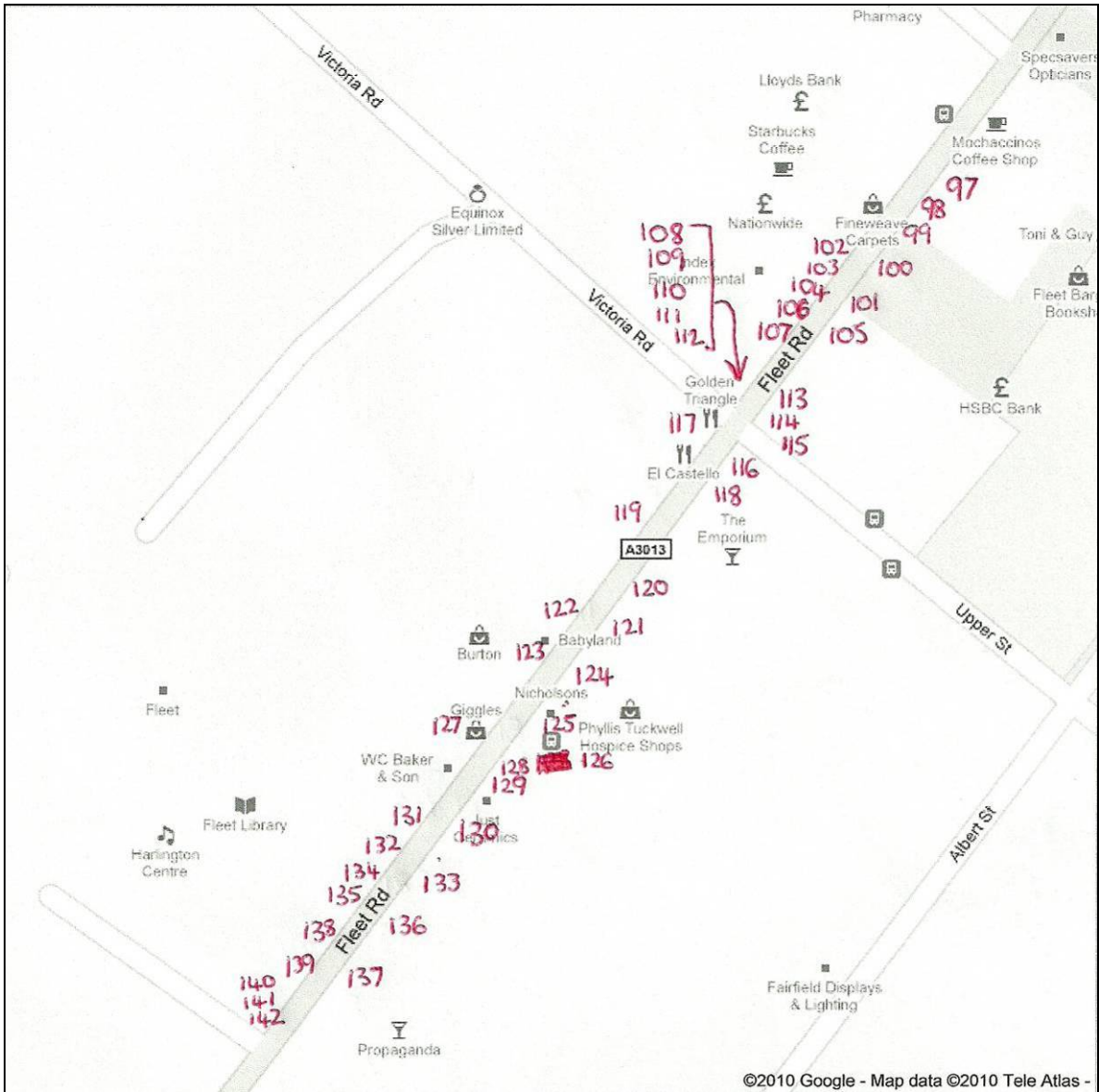
Number of item	Type of item	Size/Height/Length	What does it do?	What should be done?
(mark number on map)	(e.g. post, bollard, guard rail, sign)	(dimensions in metres)		(remove, relocate, combine, redesign, leave)
1	Sign	On lamppost	Two signs: UR church fingerpost and elderly crossing warning	Combine with 3
2	Sign	3m high	Give way	Leave
3	Sign	2.5m high	Fingerpost to Red Cross Centre	Combine with 1
4	Sign	2.5m high	Notice of parking restrictions	Leave
5	Litter bin	1m high x 0.5m wide	Litter bin	Leave
6	Sign	2.5m high	Notice of parking restrictions	Repair to straighten [see photo, Appendix 2]
7	Litter bin	1m high x 0.5m wide	Litter bin	Leave
8	Post box	1.5m high x 0.5m wide	Post box	Leave
9	Sign	1m high	Keep left	Leave
10	Sign	1m high	Keep left	Leave
11	Sign	4m high	Directions	Leave

Number of item	Type of item	Size/Height/Length	What does it do?	What should be done?
12	Post	3m high	Nothing	Remove
13	Bus shelter	3m high x 5 m long x 1m wide	Bus shelter	Leave
14	Sign	1m high	Keep left	Leave
15	Sign	1m high	Keep left	Leave
16	Sign	0.5m high	Street name	Leave

Survey 2: Fleet Road from its junction with Kings Road to the Oatsheaf crossroads







STREET PRIDE

Street survey form

Lines highlighted in blue indicate where action should be considered

Number of survey form: 2

Completed by: Gillian Wain and Stuart Bates

email: gillian.wain@fccs.org.uk

Date completed: 12 December 2010

Name of street(s) surveyed: Fleet Road between junction of Kings Road and junction of Church Road

Name of village, town, city (including area where relevant): Fleet, Hampshire

Grid reference (include two letter code and six figure reference): SU 811 545

Postcode: GU51 3PD

Number of item	Type of item	Size/Height/Length	What does it do?	What should be done?
(mark number on map)	(e.g. post, bollard, guard rail, sign)	(dimensions in metres)		(remove, relocate, combine, redesign, leave)
1	Sign	2 m high x 2m wide	Three-way directions	Redesign so signs do not block each other [see photo, Appendix 2]
2	Sign	Mounted on CCTV post	Direction signs to market and Harlington Centre	Leave
3	Sign	Mounted on lamppost	Two-way traffic warning and no loading	Leave
4	Sign	0.5m high	Street name sign	Leave
5	Sign	Mounted on lamppost	No loading	Leave
6	Bench	2m long x 0.5m wide x 0.5m high	Seating on street corner	Repair [see photo, Appendix 2]
7	Bus shelter	3m high x 5 m long x 1m wide	Bus shelter	Leave
8	Sign	4m high	Direction sign	Leave

Number of item	Type of item	Size/Height/Length	What does it do?	What should be done?
9	Sign	Mounted on lamppost	No loading	Leave
10	Sign	Mounted on lamppost	Two signs: slippery road warning and no loading	Leave
11	Sign	Mounted on lamppost	No loading	Leave
12	Sign	Mounted on lamppost	No loading	Leave
13	Sign	Mounted on lamppost	Three signs concerning humps in side road	Leave
14	Sign	2m high	No loading	Straighten [see photo, Appendix 2]
15	Bollards x 4	1m high	Prevent parking	Leave
16	Bollards x 7	1m high	Prevent parking and cutting corner on junction	Leave
17	Sign	Mounted on lamppost	No loading	Leave
18	Bollards x 5	1m high	Prevent parking	Leave
19	Bollards x 4	1m high	Prevent driving onto pavement, presumably by lorries for the builders' merchant	Leave
20	Sign	Mounted on lamppost	Good vehicles loading restrictions	Leave
21	Brick flower bed, bench, litter bin, telephone cable box	3m x 3m	Seating, litter bin, feature	Leave
22	Bus shelter	3m high x 5 m long x 1m wide	Bus shelter	Leave
23	Sign	3m high x 5 m long x 1m wide	No stopping except buses	Remove post and mount sign on bus shelter
24	Sign	Mounted on lamppost	No loading	Leave
25	Litter bin	1m high x 0.5m wide	Litter bin	Leave
26	Trees x 4 and benches x 3	Area in front of shop	Seating and feature	Leave
27	Guard rails x 4	3m long x 1m high	Protect/indicate crossing	Clean design; leave
28	Sign	3m high	No loading	Remove post; relocate sign to building

Number of item	Type of item	Size/Height/Length	What does it do?	What should be done?
29	Sign	3m high	No loading	Seek to remove as may not be relevant to road markings (zig-zag near crossing)
30	Litter bin	1m high x 0.5m wide	Litter bin	Leave
31	Sign	Mounted on lamppost	No stopping	Leave
32	Sign	2.5m high	Bus stop	Leave
33	Sign	3m high	No loading	Repair [see photo, Appendix 2]
34	Sign	3m high	No loading	Leave
35	Bollard	1m high	Prevents corner cutting	Leave
36	Sign	4m high	Heritage-style fingerpost giving directions	Snapped and bent – repair [see photo, Appendix 2]
37	Sign	Mounted on lamppost	No loading	Leave
38	Bollard	1m high	Prevents corner cutting	Leave
39	Bollard	1m high	Prevents corner cutting	Leave
40	Sign	4m high	Directions x 2	Leave
41	Sign	3.5m high	Give way	Leave
42	Cycle racks x 5	0.5m high x 4m long	Cycle racks	Leave
43	Advertising hoarding	4m high by 3m wide	Advertising (illuminated)	Remove [see photo, Appendix 2]
44	Litter bin	1m high x 0.5m wide	Litter bin	Leave
45	Sign	Mounted on lamppost	No loading	Leave
46	Bollard	1m high	Prevent corner cutting	Leave
47	Sign	Mounted on lamppost	No loading	Leave
48	Sign	2m high	Indicates disabled parking bay	Leave
49	Cycle racks x 3	0.5m high x 2.5m long	Cycle racks	Leave
50	Litter bin	1m high x 0.5m wide	Litter bin	Leave
51	Sign	Mounted on lamppost	No loading	Leave
52	Telephone box	3m high x 1m wide x 1m long	Telephone box	Leave
53	Bench	2m wide x 0.5m deep	Seating	Leave
54	Sign	2m high	No loading	Leave
55	Cycle racks x 7	0.5m high x 5m long	Cycle racks	Leave

Number of item	Type of item	Size/Height/Length	What does it do?	What should be done?
56	Sign	3m high	Indicates disabled parking bay	Leave
57	Bus shelter	4m long x 1.5m wide x 3m high	Bus shelter	Leave
58	Sign	Mounted on lamppost	No stopping except buses	Leave
59	Recycling bin	1m high x 1m wide x 0.5m deep	Litter bin for recyclables	Leave – and consider siting more of these in Fleet Road
60	Benches x 2	2m wide x 0.5m deep x 2	Seating	Leave
61	Sign	3m high	Indicates goods vehicle and parking restrictions	Repair [see photo, Appendix 2]
62	Flower bed, bench and litter bin	Area in front of shop	Feature and seating	Leave
63	Sign	3m high	No loading	Repair [see photo, Appendix 2]
64	Litter bin	1m high x 0.5m wide	Litter bin	Leave
65	Sign	3m high	Indicates disabled parking bay	Leave
66	Sign	3m high	No loading	Seek to remove as may not be relevant to road markings (zig-zag near crossing)
67	Litter bin	1m high x 0.5m wide	Litter bin	Leave
68	Sign	Mounted on lamppost	No loading	Seek to remove as may not be relevant to road markings (zig-zag near crossing)
69	Litter bin	1m high x 0.5m wide	Litter bin	Leave
70	Guard rails x 3	3m long x 1m high	Protect/indicate crossing	Clean design; leave
71 [numbering error; no item]				
72	Sign	Mounted on lamppost	No loading	Leave
73	Cycle racks x 10	0.5m high x 8m long	Cycle racks	Leave
74	Litter bin	1m high x 0.5m wide	Litter bin	Leave
75	Post boxes x 2	1.75m high x 0.5m wide	Post box	Leave
76	Sign	Mounted on lamppost	No loading	Leave

Number of item	Type of item	Size/Height/Length	What does it do?	What should be done?
77	Sign	3m high	Indicates goods vehicle and parking restrictions	Leave
78	Cycle racks x 3	0.5m high x 2.5m long	Cycle racks	Remove as sited in front of a door! [see photo, Appendix 2]
79	Bench	2m wide x 0.5m deep	Seating	Leave
80	Sign	3m high	Indicates disabled parking bay	Leave
81	Sign	Mounted on lamppost	No loading	Leave
82	Recycling bin	1m high x 1m wide x 0.5m deep	Litter bin for recyclables	Leave – and consider siting more of these in Fleet Road
83	Benches x 2	2m wide x 0.5m deep x 2	Seating	Leave
84	Telephone box	3m high x 1m wide x 1m long	Telephone box	Leave
85	Sign	9m high	Heritage-style fingerpost giving directions	Remove – too high for anyone to notice it [see photo, Appendix 2]
86	Sign	3m high	Give way sign	Leave
87	Sign x 3	Mounted on lamppost	No loading, CCTV notice and short stay parking	Leave
88	Cycle racks x 2	0.5m high x 1m long	Cycle racks	Leave
89	Litter bin	1m high x 0.5m wide	Litter bin	Leave
90	Bollard	1m high	Prevents corner cutting	Leave
91	Sign	3m high	Indicates disabled parking bay	Leave
92	Sign	Mounted on lamppost	Direction fingerpost to taxi rank	Leave
93	Litter bin	1m high x 0.5m wide	Litter bin	Leave
94	Bus shelter	4m long x 1.5m wide x 3m high	Bus shelter	Leave
95	Sign	3m high	No stopping except buses	Remove post and mount sign on bus shelter

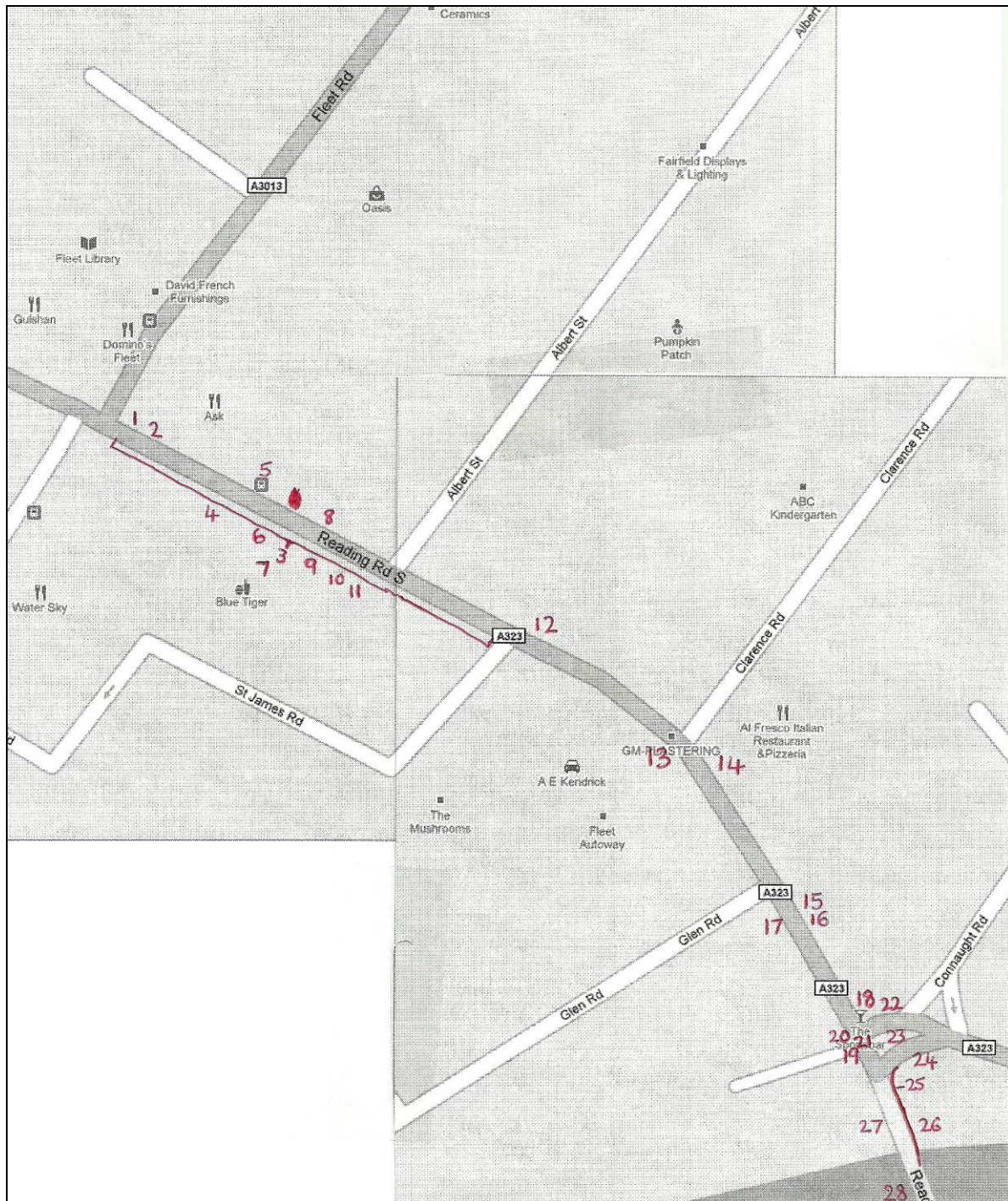
Number of item	Type of item	Size/Height/Length	What does it do?	What should be done?
96	Sign	3m high	Bus stop/no stopping	Leave
97	Cycle racks x 8	0.5m high x 6m long	Cycle racks	Leave
98	Guard rails x 4	4m long x 1m high	Protect/indicate crossing	Clean design; leave
99	Cycle racks x 2	0.5m high x 1m long	Cycle racks	Leave
100	Sign	3m high	Indicates disabled parking bay	Repair – signs needs turning by 90°
101	Litter bin	1m high x 0.5m wide	Litter bin	Leave
102	Sign	Mounted on lamppost	No loading	Seek to remove as may not be relevant to road markings (zig-zag near crossing)
103	Litter bin	1m high x 0.5m wide	Litter bin	Leave
104	Bench	2m wide x 0.5m deep	Seating	Leave
105	Sign x 2	Mounted on lamppost	No loading and CCTV notice	Leave
106	Sign x 3	Mounted on lamppost	No loading, CCTV notice and taxi rank direction fingerpost	Leave
107	Cycle racks x 2	0.5m high x 1m long	Cycle racks	Relocate as they block a passing place
108	Benches x 4	Area in front of shop	Seating	Leave
109	Litter bin	1m high x 0.5m wide	Litter bin	Leave
110	Post box	1.5m high x 0.5m wide	Post box	Leave
111	Sign	6m high	Heritage-style fingerpost giving directions	Remove – too high for anyone to notice it
112	Bollard	1m high	Prevents corner cutting	Leave
113	Sign x 2	5m high x 1.5m wide	Parking notice and directions	Leave
114	Litter bin	1m high x 0.5m wide	Litter bin	Leave
115	Bollard	1m high	Prevents corner cutting	Leave
116	Bollard	1m high	Prevents corner cutting	Leave
117	Bollard	1m high	Prevents corner cutting	Leave

Number of item	Type of item	Size/Height/Length	What does it do?	What should be done?
118	Sign x 3	Mounted on lamppost	No loading, CCTV notice, directions to taxi rank	Leave
119	Sign	Mounted on lamppost	No loading	Leave
120	Sign	Mounted on lamppost	No loading	Leave
121	Cycle racks x 3	0.5m high x 1.5m long	Cycle racks	Leave
122	Sign	3m high	Indicates goods vehicle and parking restrictions	Leave
123	Flower beds x 2 and benches x 2 and litter bin	Area in front of shop	Feature and seating	Leave
124	Bench	2.5m long x 0.5m wide	Bench	Leave
125	Bus shelter	4m long x 1.5m wide x 3m high	Bus shelter	Leave
126	Sign	3m high	No stopping sign for bus stop	Relocate to be mounted on bus shelter
127	Sign	3m high	No loading	Seek to remove as may not be relevant to road markings (zig-zag near crossing)
128	Sign x 2	Mounted on lamppost	No loading and CCTV notice	Seek to remove no loading sign as may not be relevant to road markings (zig-zag near crossing)
129	Guard rails x 4	2m long x 1m high	Protect/indicate crossing	Clean design; leave
130	Litter bin	1m high x 0.5m wide	Litter bin	Leave
131	Sign	9m high	Heritage-style fingerpost giving directions to Harlington Centre	Remove – too high for anyone to notice it
132	Sign	3m high	No loading	Leave
133	Sign	3m high	Indicates goods vehicle and parking restrictions	Leave
134	Sign x 2	3m high	No entry and alcohol restrictions	Leave

Number of item	Type of item	Size/Height/Length	What does it do?	What should be done?
135	Sign x 2	3m high	No entry	Leave
136	Post box	1.5m high x 0.5m wide	Post box	Leave
137	Sign	3m high	Indicates disabled parking bay	Leave
138	Bench x 2, bollard and notice board	8m span area	Seating and notice board	Leave
139	Sign x 2	Mounted on lamppost	No loading and CCTV notice	Leave
140	Council notice boards x 2	6m long x 2m high	Notice board	Repair – bit tatty [see photo, Appendix 2]
141	Sign	6m high	Heritage-style fingerpost giving directions	Remove – too high for anyone to notice it
142	Telephone box	3m high x 1m wide x 1m long	Telephone box	Leave
143	Sign	5m high	Directions	Leave
144	Sign	Mounted on lamppost	No loading	Leave
145	Litter bin	1m high x 0.5m wide	Litter bin	Leave
146	Sign	Mounted on lamppost	No loading	Leave
147	Sign	Mounted on lamppost	No loading	Leave
148	Cycle racks x 3	0.5m high x 1.5m long	Cycle racks; also used in place of bollards	Leave; like use instead of bollards
149	Litter bin	1m high x 0.5m wide	Litter bin	Leave
150	Bench	2.5m long x 0.5m wide	Bench	Leave
151	Bus shelter	4m long x 1.5m wide x 3m high	Bus shelter	Leave
152	Sign	Mounted on lamppost	No stopping sign for bus stop	Leave
153	Sign	6m high x 2m wide	Directions	Leave
154	Litter bin	1m high x 0.5m wide	Litter bin	Leave
155	Flowerbed	13m long	Prevents corner cutting and protects pedestrians	Leave

Number of item	Type of item	Size/Height/Length	What does it do?	What should be done?
156	Sign	Mounted on lamppost	No loading	Leave
157	Cycle rack	0.5m high	Cycle rack	Leave
158	Sign	5m high	Notice of humps for 720m	Leave
159	Flowerbeds x 3 and brick seating areas	12m area	Prevents corner cutting and protects pedestrians	Leave; nice feature
160	Sign x 4	Mounted on lamppost	3 direction fingerposts and no loading	Leave

Survey 3: Reading Road South from the Oatsheaf crossroads to the Basingstoke Canal bridge/junction with Aldershot Road and Connaught Road



STREET PRIDE

Street survey form

Number of survey form: 3

Lines highlighted in blue indicate where action should be considered

Completed by: Gillian Wain and Stuart Bates**email:** gillian.wain@fccc.org.uk**Date completed:** 12 December 2010**Name of street(s) surveyed:** Reading Road South from junction with Fleet Road to junction with Aldershot Road**Name of village, town, city (including area where relevant):** Fleet**Grid reference (include two letter code and six figure reference):** SU 80677 53783**Postcode:** GU13 9QL

Number of item (mark number on map)	Type of item (e.g. post, bollard, guard rail, sign)	Size/Height/Length (dimensions in metres)	What does it do?	What should be done? (remove, relocate, combine, redesign, leave)
1	Brick flower bed	5m wide x 5m deep	Prevents cutting corner on junction	Leave
2	Sign	Mounted on lamppost	Two signs: No loading and no parking	Leave
3	Bollards x 18	0.75m high	Prevents parking	Excessive number: remove some/all [see photos in Appendix 2]
4	Sign	2m high	No parking	Repair [see photo in Appendix 2]
5	Bus shelter	3m high x 5 m long x 1m wide	Bus shelter	Leave
6	Sign	4m high x 1m wide	Directions	Leave
7	Sign	2.5m high	Two signs: No loading and no parking	Leave

Number of item	Type of item	Size/Height/Length	What does it do?	What should be done?
8	Sign	Mounted on lamppost	Three signs: Directions for goods vehicles, no parking and no loading	Repair [see photo in Appendix 2]
9	Sign	3m high x 1m wide	Directions	Remove - direction sign to Fleet Hospital is already part of item 10
10	Sign	3m high x 1m wide	Directions	Leave
11	Sign	Mounted on lamppost	Directions	Leave
12	Sign	Mounted on lamppost	Two signs: No loading and no parking	Leave
13	Sign	3m high	Two direction fingerposts	Repair [see photo in Appendix 2]
14	Sign	3m high	Warning of humps on side road	Relocate to lamppost beside and chop trees back
15	Sign	4m high x 1m wide	Directions	Leave
16	Sign	Mounted on lamppost	Two signs: No loading and no parking	Leave
17	Sign	2m high	Two signs: No loading and no parking	Repair [see photo in Appendix 2]
18	Litter bin	1m high x 0.5m wide	Litter bin	Leave
19	Sign	2m high x 3m wide	Directions	Combine with 20; remove sign to Tourist Information (closed down in 2008) [see photo in Appendix 2]
20	Sign	Mounted on lamppost	Directions	Remove: place information on 19 [see photo in Appendix 2]
21	Sign	2.5m high	Warning of humps on side road	Relocate away from junction if possible, nearer entrance to Glen Road
22	Sign	Mounted on lamppost	No parking	Remove if legal to do so; seems overly cluttered
23	Sign	Mounted on CCTV post	Directions	Leave
24	Sign	Mounted on lamppost	No parking	Remove if legal to do so; seems overly cluttered

Number of item	Type of item	Size/Height/Length	What does it do?	What should be done?
25	Guard rails	20m long	Prevents corner cutting; protects pedestrians	Consider replacing with bollards or more open panels [see photo in Appendix 2]
26	Sign	2.5m high	Two signs: No loading and no parking	Repair and clean
27	Sign	2.5m high	Two signs: No loading and no parking	Leave
28	Sign	Mounted on lamppost	School warning sign and crossing patrol lights	Leave

8. Appendix 2: photos



Kings Road: item 6 in need of repair



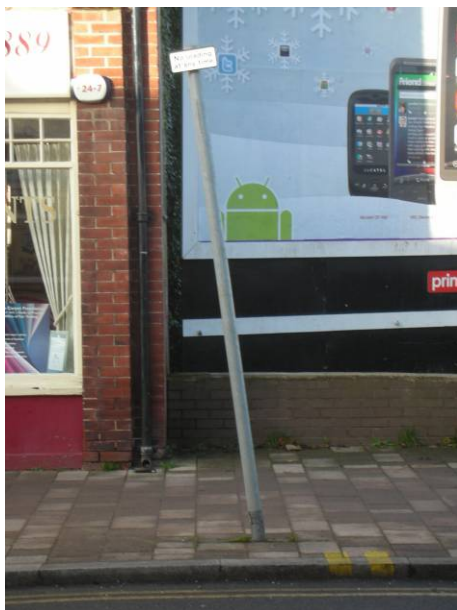
Fleet Road: item 1 in need of redesign so that the fingerpost pointing towards Fleet Road does not block the sign at 90 degrees



Fleet Road: item 6 in need of repair



Fleet Road: item 14 in need of repair



Fleet Road: item 33 in need of repair



**Fleet Road: item 36 in need of repair,
or removal (see item 85)**



**Fleet Road: item 43 blocks the
thoroughfare and is overly intrusive**



Fleet Road: item 63 in need of repair



Fleet Road: item 61 in need of repair



Fleet Road: item 78 – three cycle racks in front of a door!



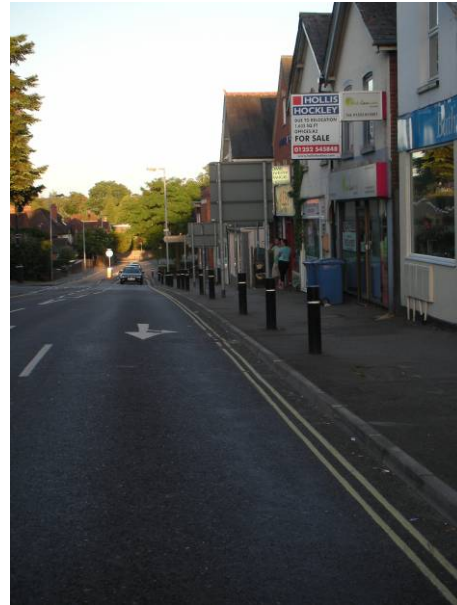
Fleet Road: item 85 – these heritage-style signs are too high for pedestrians to be able to read



Fleet Road: item 140 – Hart District Council notice board is in need of refurbishment



Line of 18 bollards in Reading Road South (item 3)



Reading Road South: item 4 in need of repair



Reading Road South: item 8 in need of repair



Reading Road South item 13: in need of repair (sign is bent)



Reading Road South: item 17 in need of repair



Reading Road South: items 19, 20 and 21.
The two direction signs should be combined and updated (the tourist information closed in 2008)
The middle sign – warning of humps in Glen Road – is a distraction on this complicated junction and should be moved away from the junction, nearer the entrance to Glen Road



Reading Road South: item 25 guard rails should be considered for replacement with bollards or more open panels