

DRAFT

Hertsmere Vision Documents

Radlett - Key Themes & Priorities Report

Draft Report - March 2026

AR Urbanism



Radlett Key Themes & Priorities Report

Radlett is a prosperous town with a village feel, shaped by its historic Roman Road, with a strong community identity and well connected by rail and surrounded by leafy green spaces. Its diverse town centre, set among period buildings, offers a lively mix of community meeting places, shops, cafes, and cultural amenities, fostering a strong community spirit and local identity.

The vision for Radlett in the future is that through-traffic congestion will have been greatly reduced, local character and heritage has been safeguarded, and the town centre revitalised into an attractive, inclusive, green and welcoming environment.

The town will be more walkable and safe, with most areas within a 15-minute walk to the vibrant town centre along well-lit routes.

Cycle and pedestrian routes will have been improved to encourage active travel while public transport will be more reliable and accessible, with frequent services both by bus and by rail.

Growth will have been managed and integrated sensitively, providing housing options that meet community needs while respecting the unique character and scale of the town and its landscapes.

1. Town Centre Public Realm & Character



2. Connectivity & Active Travel



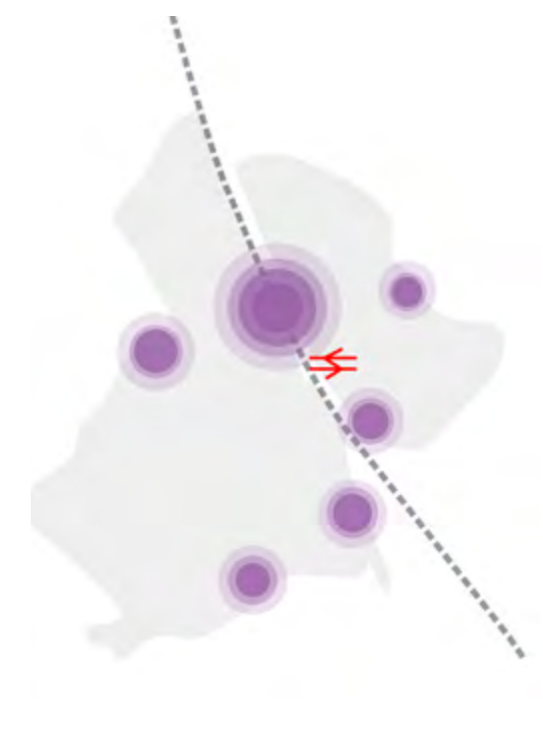
3. Green/Blue Infrastructure & Sustainability



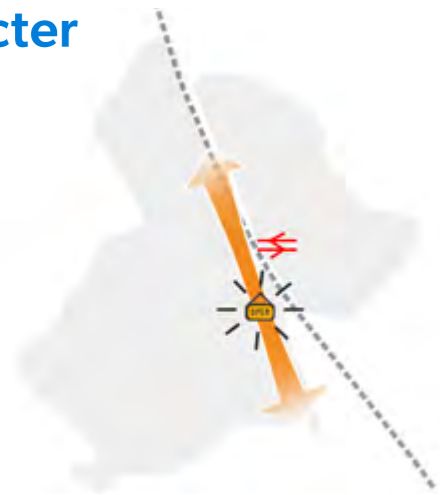
4. Culture, Community Life & Prosperity



5. Sustainable Growth



1. Town Centre, Public Realm & Character



Objectives:

- To retain Radlett’s historic character and local heritage by improving the links between the two Conservation Areas and strengthening connections between the west and east sides of the railway line.
- To enhance public realm to support a strong sense of place, which is reflected in Radlett’s architecture, streetscapes, and community activities.

This will be achieved by:

- Enhancing the historic environment and public realm between the two Conservation Areas along Watling Street
- Improving west–east links, including better pedestrian and vehicular routes across the railway.
- Introducing traffic-calming measures and street greening in a coordinated manner. This may include selective narrowing of the High Street, new pedestrian crossings, and reorganised on-street parking to improve movement and safety and biodiversity.
- Creating a more welcoming environment for pedestrians in the centre where people can stay, meet, and enjoy local amenities.
- Upgrade the public realm by resurfacing the Parade and exploring a small public square around the war memorial as a community focal point.
- Improve the streetscape through shopfront upgrades, new planting, trees, and street furniture.
- Enhancing cycle facilities, including improved and better-located cycle parking.
- Supporting evening activity with cafés, small performance venues, or a cinema to strengthen local social life.
- Seeking opportunities to introduce a medium-sized food store in the town centre.



Fig 1



Fig 4



Fig 6



Fig 7



Fig 2



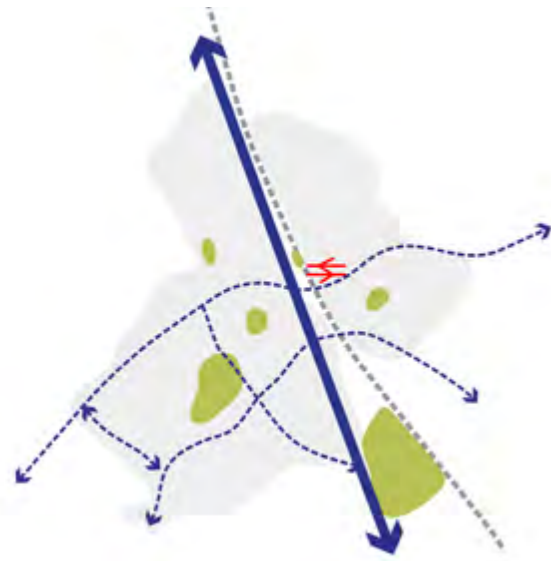
Fig 5



Fig 3

Fig 1. Town centre, South End, Croydon, London | designed in collaboration with We Made That and Hassell
 Fig 2. Cycle parking
 Fig 3. Town centre of Wells, Somerset, England
 Fig 4. Shopfront General Store, an independent grocery store located in Peckham, South London
 Fig 5. Creative signage in France | designed by Studio Idae in collaboration with graphic designers Costanza Matteucci and Sylvain Reymondon
 Fig 6. Shopfront of 'Stoffer Home' Located in, Michigan, USA | designed by Jean Stoffer
 Fig 7. Town centre paving, Ipswich, Dogs Head part of the streetscape renewal project | completed by contractor Skanska

2. Connectivity & Active Travel



Objectives:

- Implement improved travel options, which supporting a gradual shift toward more sustainable modes of transport and reducing the current reliance on private cars.
- Ensure that public transport is accessible with improved timetables.
- Create streets that are more people-oriented and accessible, presenting creating a calmer and less congested environment.

This will be achieved by:

- Establishing a clear movement framework that prioritises walking, cycling, and low-carbon travel options, including car-sharing and electric vehicle infrastructure.
- Enhancing bus connectivity, ensuring convenient, frequent and accessible links between Radlett Station, nearby neighbourhoods, and key destinations.
- Creating meaningful active travel links between Borehamwood and Radlett via Theobald Street.
- Improving pedestrian and cycling connections, including routes across the railway, along key streets and to neighbouring settlements.
- Promoting sustainable travel choices to reduce car dependency and congestion in the town centre.
- Introducing wayfinding and lighting improvements along key streets.
- Providing cycle parking at strategic locations.
- Considering upgrades to the tunnel crossing to improve accessibility and safety.
- Introducing step-free access at Radlett railway station.



Fig 8



Fig 9

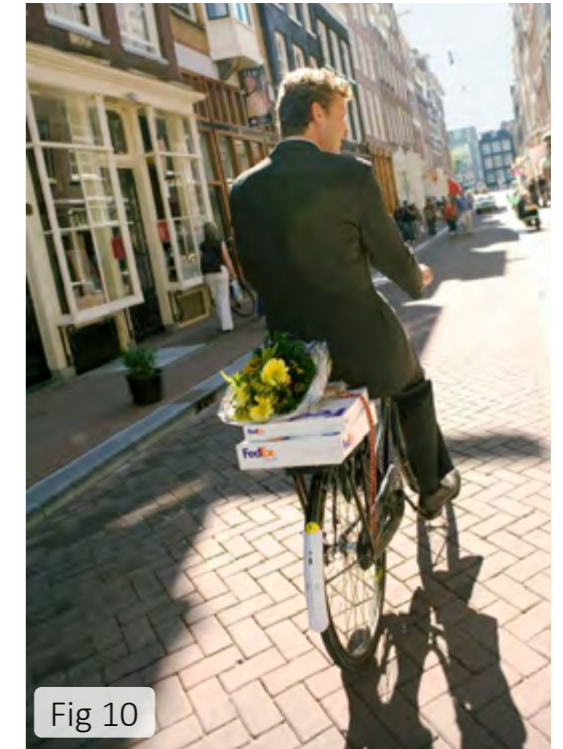


Fig 10



Fig 11



Fig 12



Fig 13



Fig 14

Fig 8. Town centre pedestrianisation in George Street in Altrincham, Greater Manchester | designed by planit-ie
 Fig 9. Allocated cycle and pedestrian path in Korte Houtstraat, Haarlem, Netherlands
 Fig 10. Allocated cycle and pedestrian path
 Fig 11. Wayfinding
 Fig 12. Communal hub, Coals Drop Yard, located in Kings Cross, London | designed by Heatherwick Studio
 Fig 13. Pedestrian and cycle-friendly streets
 Fig 14. Enhanced bus services

3. Green/Blue Infrastructure & Sustainability



Objectives:

- Radlett becomes a greener and more resilient town, where flood risks are managed, biodiversity enhanced, and sustainable practices promoted in transport, buildings, and green spaces to protect the environment for future generations.
- Social and economic aspects of sustainability are celebrated, with increased provision for people of all ages and abilities, and clear opportunities for entrepreneurship

This will be achieved by:

- Enhancing and connecting existing green spaces, tree-lined streets, and natural corridors to create a continuous network of greenery throughout the town.
- Providing more street greenery especially in the town centre and along key route streets.
- Integrating improvements to parks, play areas, and open spaces to encourage recreation and outdoor wellbeing. Provide new play spaces where possible especially in the east of Radlett.
- Protecting and enhancing biodiversity by linking habitats and incorporating additional planting and nature into the urban fabric.
- Preserving views to the green setting of Radlett.
- Enhancing the wildlife corridor along the brooks.
- Exploring opportunities to use the brook, and providing new opportunities for nature.
- Managing flood risks as part of green infrastructure improvements.
- Creating a blue network, to include roadside SuDS, flood plain restoration, rewilding of watercourses and integrating these blue assets into people’s day-to-day lives.



Fig 15



Fig 16

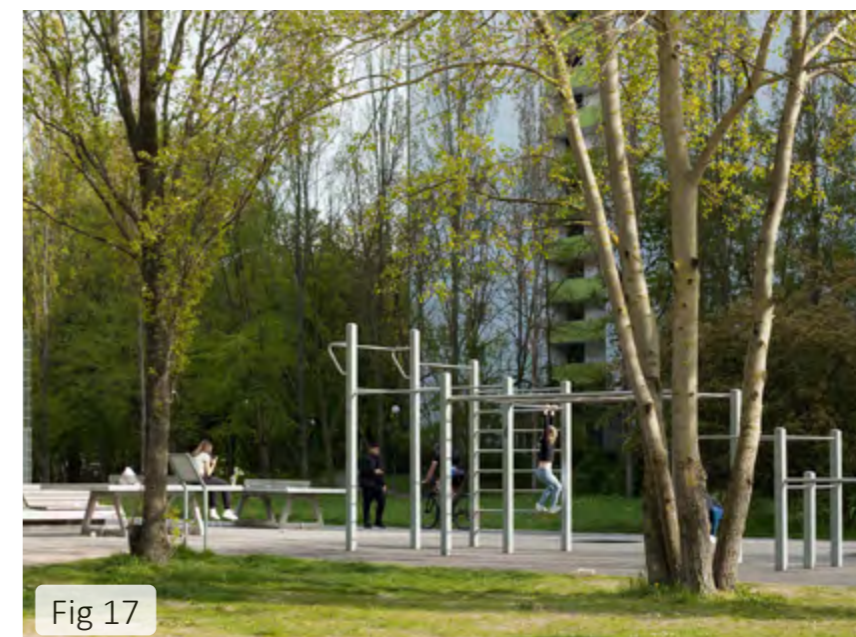


Fig 17

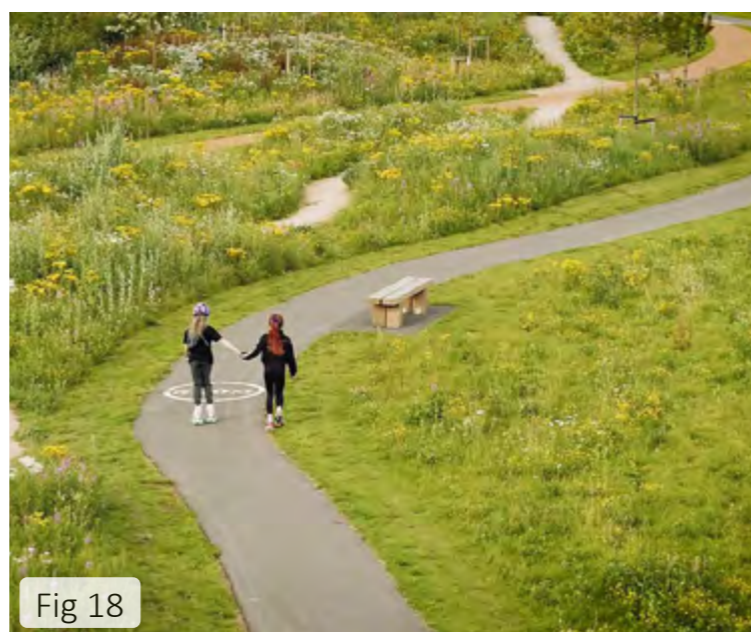


Fig 18



Fig 19



Fig 20



Fig 21



Fig 22



Fig 23

Fig 15. Boulevard and cycleway in Bourke Street Cycleway in Sydney, Australia | designed by GroupGSA
 Fig 16. Public park, Les Hautes Promenades, in Reims, France
 Fig 17. Outdoor gym, part of designing a ‘Green corridor’ in Berlin-Neukölln, Germany| designed by Rehwaldt Landscape Architects
 Fig 18. 1km long activetrack, a multi-use path for running, cycling, and walking, at Sowerby Sports Town | designed by re-form landscape architecture
 Fig 19. Soft-edge paving, part of the South Gardens development within the Elephant Park regeneration project in Elephant and Castle, London| designed by Maccreeor Lavington architects
 Fig 20. Paving integrated with greenery at the Northern Garden at the Tofuku-ji Temple Hojo in Kyoto, Japan, |designed by Mirei Shigemori
 Fig 21. Concrete paving integrated with greenery known as a ‘Grass Park’ which is a drainage system for rainwater
 Fig 22. Pocket sustainable drainage
 Fig 23. Vertical greenery | The Facade of Brown Falconer architectural practice in Australia

4. Culture, Community Life & Prosperity



Objectives

- Support Radlett's strong community spirit through accessible cultural, social, and recreational opportunities across the town.
- Maximise the vitality of the town centre, library, and local community spaces which will remain focal points for activities.
- Activate public spaces to support informal gatherings and events.
- Ensure that cultural and community life is inclusive, well-connected, and responsive to needs.

This will be achieved by:

- Introducing pop-up events, outdoor seating, and performance spaces to encourage interaction and use of key streets and squares.
- Creating clear walking and cycling routes linking the town centre, library, parks, and recreation areas to support easy access.
- Improving lighting, seating, and landscaping in parks, squares, and pedestrian areas to facilitate markets, events, and informal gatherings.
- Ensuring facilities and events are accessible to all residents, including young people, older adults, and those with mobility needs, through ramps, signage, and wayfinding improvements.
- Conserving and enhancing heritage assets and their settings.
- Increasing presence, visibility in the town centre and accessibility of the Radlett Museum and the Radlett Centre.

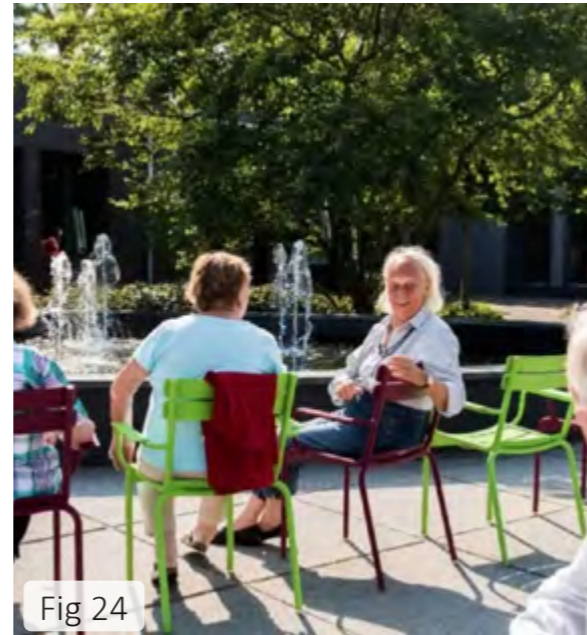


Fig 24

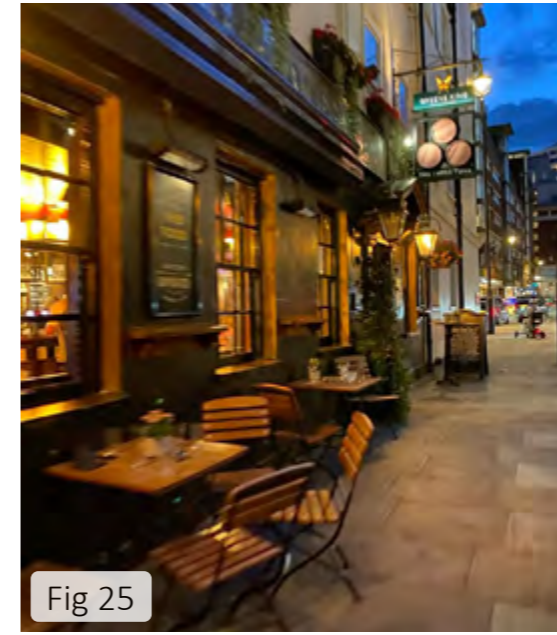


Fig 25



Fig 27

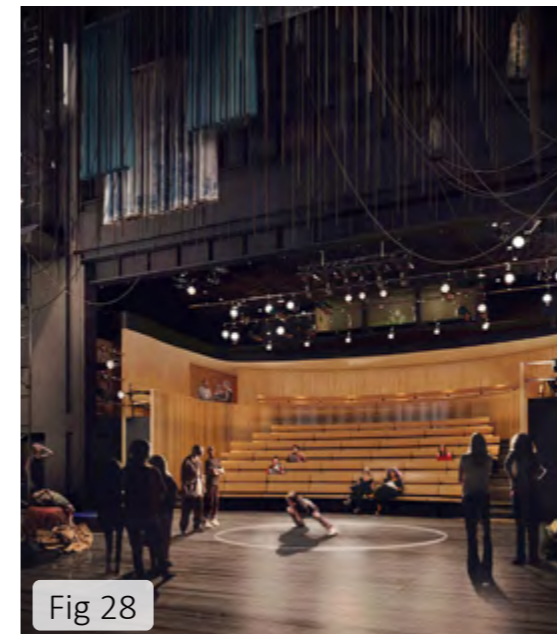


Fig 28



Fig 26



Fig 29



Fig 30

Fig 24. Outdoor social space, The Hogeweyk - Dutch dementia Town in Netherlands

Fig 25. Night social space, The Three Tuns pub in Marylebone, London.

Fig 26. Indoor social space The Larick Centre, an community hub in Tayport, Fife, Scotland | designed by Collective Architecture

Fig 27. Sports facilities

Fig 28. Culture events, Susie Sainsbury Theatre at the London Academy of Music and Dramatic Art | designed by Ritchie Studio

Fig 29. Outdoor community garden

Fig 30. Communal space, library interior of Cafebrería El Péndulo, a book store-cafe located in Mexico City

5. Sustainable Growth



Objectives:

- **Preserve Radlett’s Green Belt land as far as practicable, while favouring infill sites that accommodate sensitive growth.**
- **Focus development focuses on affordable, flexible housing for young people, with particular support for small cottage industries,**
- **Preserves the town’s character while ensuring high-quality design.**

This will be achieved by:

- Ensuring future housing meets a range of needs — particularly for young people and older residents — without compromising local character.
- Providing a diverse mix of types and sizes of homes, including smaller homes and flats as well as accessible homes for older residents, and including affordable housing.
- Supporting local businesses and services by balancing development opportunities with the need for convenient parking and access.
- Directing intensification to infill and underutilised plots such as backland plots and back gardens.
- Ensuring any new development is supported by appropriate infrastructure upgrades, especially roads, healthcare and education.
- Introducing a design guide to help manage future adaptations in response to population growth and changing market needs. This could include guidance regarding subdividing homes, adding extensions, or developing at the side or rear, all while keeping the town’s look and scale intact.



Fig 31



Fig 32



Fig 33



Fig 34



Fig 35



Fig 36



Fig 37



Fig 38



Fig 39

Fig 31. 3-Storey terrace Houses
 Fig 32. Terrace houses, a residential development known as ‘The Vabel Chamberlayne’ in Kensal Rise, London | designed in collaboration with ColladoCollins and the developer Vabel
 Fig 33. 3-Storey terrace houses
 Fig 34. Detached Houses ‘The Avenue’, a housing development in Saffron Walden, Essex | designed by architects Pollard Thomas Edwards.
 Fig 35. Terrace houses
 Fig 36. Terrace houses, housing infill, Marston Way in croydon | designed by Stitch architects
 Fig 37. Detached Houses ‘Argyle Residence’ in Toronto Canada | designed by Batay-Csorba Architects
 Fig 38. Low-rise apartment part of a development located in Nunhead, London | designed by AOC Architecture in collaboration with the local community
 Fig 39. Mixed Use development, Unity Place, a 100% affordable social housing development in South Kilburn, North West London | designed in collaboration with Feilden Clegg Bradley Studios, Alison Brooks Architects, & Gort Scott



Appendix

Phase 1 Engagement Summary

Radlett Workshop 04/12/2025

Community Identity

Radlett has a strong community identity

- Radlett is now recognised as a town but still feels like a close-knit village, which people value.
- The community feel is strengthened by vast array of local organisations, sports clubs and activities
- Maintaining Radlett's sense of place, character and community is important.

Radlett's existing residents should be supported

- Residents want local young people to be able to stay in the area they have grown up in- to preserve the sense of community.
- Equally Radlett community would like existing residents to be able to downsize without having to leave the town.
- New housing and town centre developments should support the existing community, with a mix of homes for all.

Radlett should remain a safe place

- Radlett is seen as safe both in the night and day.
- Maintaining the sense of safety and enhancing it by improving lighting, small pathways and gathering points would be supported

Opportunities for town centre

There could be more shop/ business diversity in the town centre

- Residents feel the town centre is becoming less vibrant, with fewer independent shops and a loss of variety, including missing arts and crafts shops, butchers, florists, and other small local businesses.
- A more diverse mix of community uses could strengthen local identity.

There is an opportunity for sensitive intensification

- Intensification should be sensitive, enhancing the town's character and community feel.
- Older or underused areas, such as the workshops behind shops, could be redeveloped and create new housing.
- Public realm improvements, such as better lighting, upgraded paths and creative elements like street art, could make the centre more attractive and enjoyable.

There could be better framing of local cultural and creative provision:

- Radlett Museum would benefit from a more central, affordable high street location.
- More could be made of the public realm to draw attention to Radlett's cultural infrastructure such as the museum and Radlett Centre
- There could be more opportunities for crafts and arts in the town centre

Housing

Housing should offer a mix of types and sizes:

- Smaller homes and flats for young people, family homes for families, and level-access or accessible homes for older residents.
- Affordable housing is important, especially smaller flats that younger people can afford.

Growth should be controlled and incremental

- Opportunities exist to redevelop small sites, infill on larger plots or build above shops, supporting gradual growth without overwhelming the town.
- Growth should be incremental and controlled, maintaining Radlett's character.

Plots could be more efficiently used

- There are a large amount large houses in the area on large plots that don't lead to equitable use of space.
- Local planning should guide housing, ensuring developments meet community needs rather than just market trends.

New housing should incorporate sustainable building and heating methods

- New housing should be sustainable, with green features and energy-efficient designs

Transport & Movement

Roads need improving and updating:

- Roads have not been updated in years, leading to heavy congestion, especially around Park Street, Harper Lane and key junctions.

Public transport could be more frequent

- Bus services are infrequent, and information on timings is unclear.

There needs to be better active travel routes both through the town and to neighbouring settlements.

- Cycling and walking feel unsafe due to narrow paths and interactions with larger vehicles.
- Residents want safe cycling routes, especially for east-west travel.

There is limited free parking which people find inconvenient.

- Parking is viewed as expensive, and the lack of free options makes short visits inconvenient.
- Residents value key assets like the Radlett Centre parking.

There should be step-free access at Radlett station- a key connection to London and surrounding areas.

- There is a strong desire for step-free access at the railway station.

Green spaces

The green belt must be protected.

- This will ensure Radlett remains a distinct settlement and to preserve nature and access to it.

More street greenery

- Residents would like to see much more greenery across the town, with better-maintained gardens, more trees along the streets, and added colour from poppies and other flowers.

There could be more play spaces

- The east side of Radlett has no dedicated play space.

Local Services

Radlett is missing a secondary school

- Radlett lacks several key services for a town including a secondary school

Maintain healthcare access

- Residents want to retain services such as their central GP surgery and ensure there is adequate provision if there are additional houses.

Infrastructure

There is increasing infrastructure pressure from new developments

- Existing roads, utilities, and flood risk are already under pressure and may not support significant new development.
- Additional housing without local employment opportunities will increase car dependency and congestion.
- Flood risk and environmental impact need to be carefully considered.

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