



# Place Making Liss Site Walks Engagement Report



Analysis and report produced by the Insight and Engagement Unit



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# Key findings

# Key findings

## Key issues



Respondents rated all aspects of their experience lower than their expectations of the area.



The issues with the most significant difference between expected and actual ratings were ability to cross easily and ease of finding shade and shelter.



Feelings of safety from crime and anti-social behaviour had the least significant difference between actual and expected experience, along with cleanliness of the streets.

## Sub locations

The key findings from each location\* were:

1

### Station Road from Riverside Walk to Lime Close Roundabout

**Negative** experience of finding places to stop and rest and finding shade and shelter

2

### Station Road from Lime Close Roundabout to Mill Road (Triangle Centre)

**Negative** experience of finding places to stop and rest and finding shade and shelter

3

### Hill Brow Road between Newman Collard Car Park and Station Road

**Negative** experience of finding shade and shelter

4

### Area near roundabout

**Negative** experience of crossing



# Introduction



# Place Making Liss - background



## Background

Liss Parish Council wishes to build on current and past initiatives to further the vision set out in the [Liss Village Neighbourhood Plan 2011-2028](#) to sustainably develop Liss village into “an attractive place to live, by improving the built environment... managing the impact of traffic and improving walking and cycling”.

To achieve this, the Parish Council has developed the [Liss Village Centre Project](#) which aims to:

- actively seek community input to identify potential improvements to the roads and built environment;
- complete objective site assessments and surveys;
- look for ways to improve access to Liss Forest via Shipwrights Way;
- work with partners to find ways that contribute to Liss becoming a gateway to the South Downs National Park;
- review the road network and identify any potential improvements;
- develop concept design proposals; and
- use the Healthy Streets framework to guide the delivery of the study.



## The scheme

As part of the *Liss Village Centre Project*, the Parish Council commissioned Hampshire Services (Hampshire County Council’s in-house consultancy service) to engage with local residents’ and stakeholders’ to better understand their views on issues in the village as well as what they would like to see changed.

The following engagement activities were designed and run by Hampshire Services in partnership with Liss Parish Council.

- a Commonplace webpage containing four surveys asking respondents about their experiences of travelling through and spending time in different areas of Liss village. This also contained an interactive map which allowed individuals to comment on specific issues;
- a business specific survey, where local businesses were asked to feedback on their deliveries, how staff commuted to the business and how customers travelled to them;
- site-walks with stakeholders, where local stakeholders were introduced to the study and asked to rate certain aspects of the village as they were walking around with Parish Councillors and the project team; and
- a village centre pop-up event outside Tesco.

This report contains findings from the site-walks. Findings from the other activities will be published separately. All findings from the various reports should be viewed and interpreted together as part of a cohesive engagement piece.



# Place Making Liss – aims and method



## Aims

The purpose was to understand how residents and stakeholders experience the streets of the village centre at different times of the day and also their expectations of what those streets should feel like during those particular periods.

The results of the site walks will inform the *Liss Village Centre Project* and will also be used to monitor the effect of changes to the village centre.



## Method

Hampshire Services with support from Liss Parish Council project team carried out site walks in which local residents and stakeholders were introduced to the study and asked to rate certain aspects of the village as they were walking around the area with Parish Councillors.

They were asked to rate their experience of being on the streets of Liss on the day and time of the site walk, as well as, how they would expect it to be on that day and at that time for the location.

The aspects which were rated were based on indicators of the Healthy Streets framework. More information on this is available on slide 10.

Ratings were applied to Liss village centre as well as four specific areas of interest. A breakdown of the areas of interest is available on slides 7 and 8.

Two site walks took place (on 28 July from 10am to 1pm and on 1 July from 3pm to 6pm) to ensure experiences of the area at different times of the day were captured. 12 local residents and stakeholders attended the first session, with 14 attending the second. Parents with children and buggies, persons with visual and physical impairments, were also among those participating.

The sites walks were publicised through the Parish social media channels and emails sent out to local stakeholders.

Feedback collected was passed to the Insight and Engagement Unit for analysis.

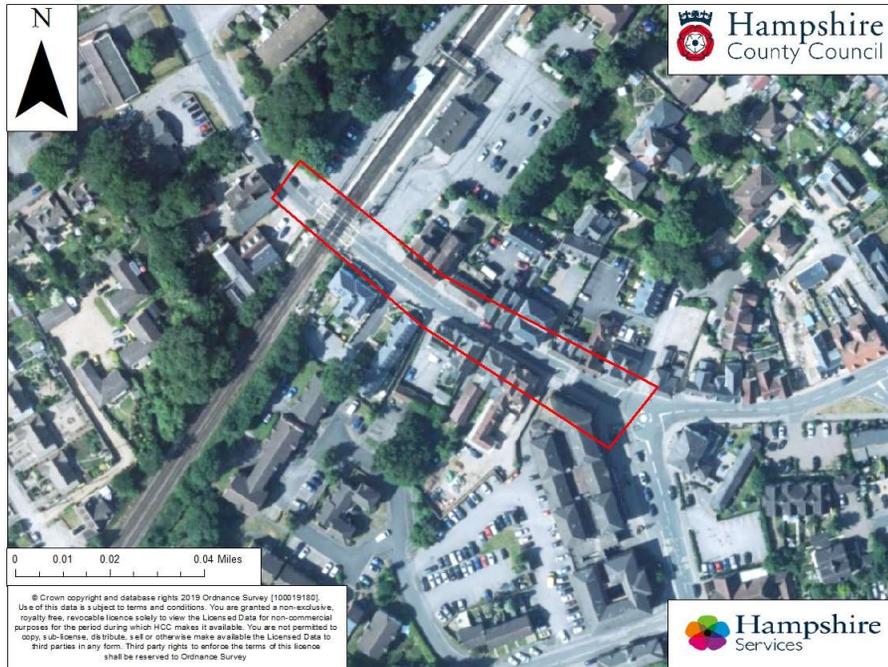
Due to the low sample size, it cannot be determined whether any differences/ similarities noted in times of day are significant and therefore this has not been included in the report.



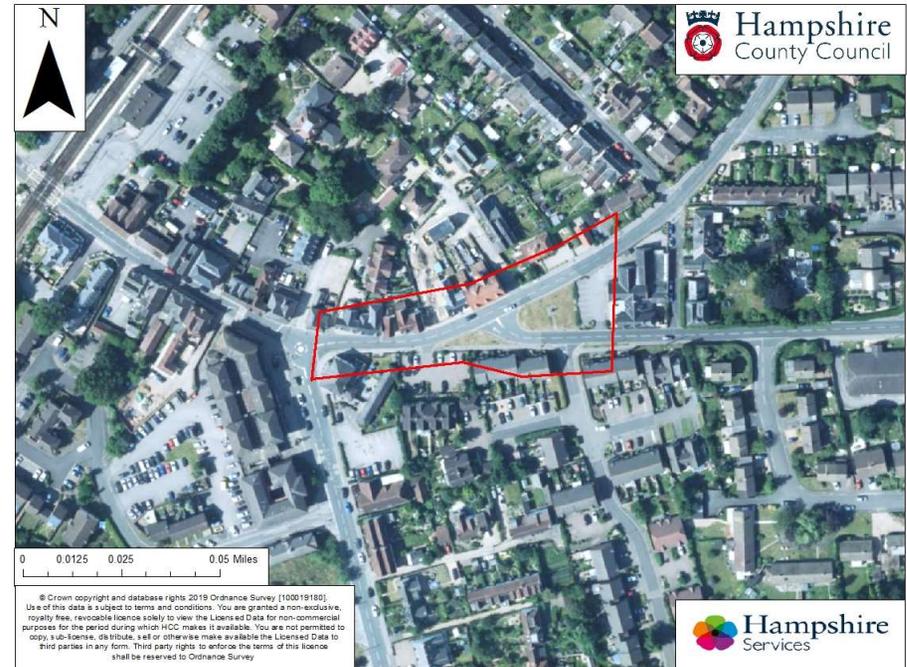
# Place Making Liss – site walk locations



**Location 1: Station Road from Riverside Walk to Lime Close Roundabout**



**Location 2: Station Road from Lime Close Roundabout to Mill Road (Triangle Centre)**





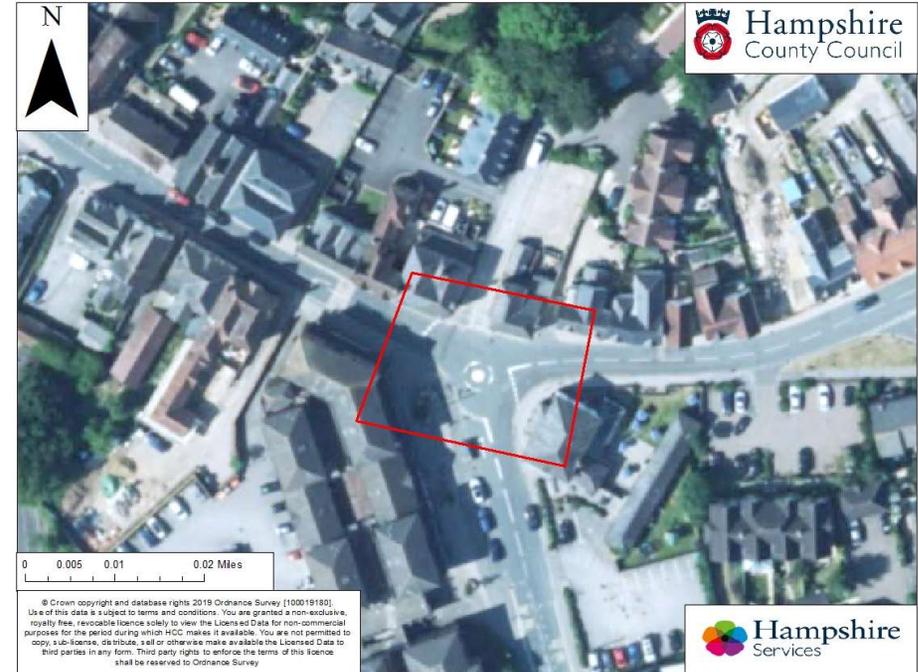
# Place Making Liss – site walk locations



**Location 3: Hill Brow Road between Newman Collard Car Park and Station Road**



**Location 4: Roundabout**





# Interpreting the results



## Information about the data

For most questions, respondents provided a rating in numerical form. The ratings for each individual question were tallied to provide an average rating. Actual ratings were then compared to expected ratings to demonstrate which issues are of a greater concern to participants and in which locations.

In some instances, open-text responses were provided instead of numbers. For this reason, averages are not available for every indicator.

Each rating is out of 5, with 1 being the lowest/ most negative and 5 being the highest/ most positive.

All questions in the survey were optional, and the base therefore changes throughout the report. This is noted on each chart.

Not all demographic data is presented due to the methodology chosen for data processing.

*Due to the low number of participants taking part in this activity (30 in total), the data could not be analysed by the different times of day that the visits took place. This low base should be considered when interpreting the findings.*



## Report key

The reported 'difference in averages' figures shows the variation between the average expected score and the average actual score on the day of the site walk.

**Very negative difference – -2.01 to -5.00**

**Slightly negative difference – -1.01 to -2.00**

**Little/ no difference – 1.00 to -1.00**

**Slightly positive difference – 1.01 to 2.00**

**Very positive difference – 2.01 – 5.00**

### Background

The [Healthy Streets](#) approach is a framework which puts human experience at the centre of transport and planning. It is about improving the street environment, making it a healthier place to be in, both mentally and physically.

The Healthy Streets approach believes that the best test for whether streets are designed/ managed well is whether the whole community, particularly children, older people and disabled people are enjoying using the space.

The approach is centred around ten Healthy Streets indicators which focus on the ways people feel when using streets. These ten indicators must be prioritised and balanced to improve social, economic and environmental sustainability through how streets are designed and managed.

### Overview of indicators

#### **Everyone feels welcome**

Streets must be welcoming places for everyone to walk, spend time and engage with other people.

#### **Shade and shelter**

Shade and shelter can come in many forms and they are needed to ensure that everyone can use the street whatever the weather.

#### **Not too noisy**

Reducing the noise from road traffic creates an environment in which people are willing to spend time and interact.

#### **People feel safe**

Motorised road transport can make people feel unsafe. People also need to feel safe from antisocial behaviour, violence and intimidation.

#### **People feel relaxed**

The street environment can make people feel anxious – if it is dirty/ noisy, unsafe, if we don't have enough space, if we are unsure where to go/ can't easily get to where we want to.

#### **Easy to cross**

People need to be able to get to where they want to go directly and quickly. If this is made difficult, they may get frustrated and give up.

#### **Places to stop and rest**

Regular opportunities to stop and rest are essential for some people to be able to use streets on foot or bicycle.

#### **People choose to walk and cycle**

Walking, cycling and public transport use should be more convenient, pleasant and appealing than private car use. (NB: not covered in walkabouts)

#### **Things to see and do**

Street environments need to be visually appealing to people walking and cycling, they need to provide reasons for people to use them.

#### **Clean air**

Air quality has an impact on the health of every person but particularly the most vulnerable/ disadvantaged people in the community.



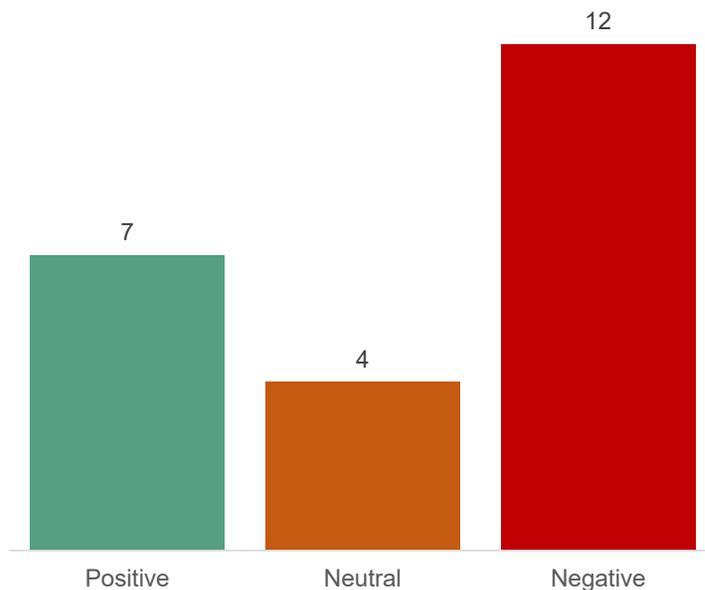
# Detailed findings



# Everyone feels welcome

Just over half of respondents felt that Liss village centre was not welcoming on the day of the site walk and that there was scope to improve this.

How welcoming is Liss village centre today? (n=23)



Note: responses to these questions were a mixture of rating and open-text.

How welcoming would you expect it to be? (n=21)

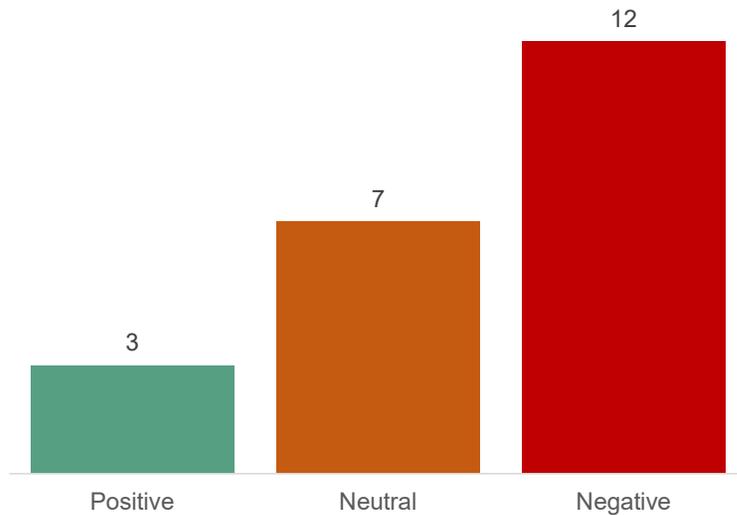




# Clean air

Over half of respondents felt that the air in Liss village centre was not clean on the day of the site walk.

How clean do you think the air is on the streets today? (n=22)



How clean would you expect it to be? (n=7)

Expected average score (How would you expect it to be)	Actual average score (How you feel/find the street now)	Difference between averages
4.71	2.57	-2.14

“Never going to be good with pathways so close to the busy roads.”

“To comply with green targets.”

“Poor due to traffic being backed up from level crossing.”

*Note: responses to these questions were a mixture of rating and open-text.*



## Easy to cross

Participants rated ease of crossing in all four areas considerably lower than expected. This was considered a particular issue near the roundabout.

Location	Expected average score (How would you expect it to be)	Actual average score (How you feel/find the street now)	Difference between averages
Station Road from Riverside Walk to Lime Close Roundabout	4.44	2.16	-2.28 <small>n=24</small>
Station Road from Lime Close Roundabout to Mill Road (Triangle Centre)	4.62	2.10	-2.52 <small>n=29</small>
Hill Brow Road between Newman Collard Car Park and Station Road	4.36	2.11	-2.25 <small>n=26</small>
Roundabout	4.36	1.42	-2.94 <small>n=26</small>

*How easy is it to cross the road today?*

# Shade and shelter

Availability of shade and shelter was rated considerably lower than expected in all four areas. This was rated the lowest along Station Road from Lime Close Roundabout to Mill Road (Triangle Centre).

Location	Expected average score (How would you expect it to be)	Actual average score (How you feel/find the street now)	Difference between averages
Station Road from Riverside Walk to Lime Close Roundabout	4.00	1.66	<b>-2.34</b> <small>n=27</small>
Station Road from Lime Close Roundabout to Mill Road (Triangle Centre)	4.14	1.60	<b>-2.54</b> <small>n=28</small>
Hill Brow Road between Newman Collard Car Park and Station Road	4.16	1.84	<b>-2.32</b> <small>n=25</small>
Roundabout	4.52	2.46	<b>-2.06</b> <small>n=26</small>

*How easy would it be to find shed and shelter if it started to rain, or became too hot?*



## Places to stop and rest

The ease of finding a place to stop and rest was rated lower than expected in all areas, and significantly lower than expected along both stretches of Station Road.

Location	Expected average score (How would you expect it to be)	Actual average score (How you feel/find the street now)	Difference between averages
Station Road from Riverside Walk to Lime Close Roundabout	4.30	1.77	<b>-2.53</b> <small>n=27</small>
Station Road from Lime Close Roundabout to Mill Road (Triangle Centre)	4.03	1.42	<b>-2.61</b> <small>n=28</small>
Hill Brow Road between Newman Collard Car Park and Station Road	4.41	2.57	<b>-1.84</b> <small>n=26</small>
Roundabout	4.52	2.73	<b>-1.79</b> <small>n=26</small>

*How easy is it to find somewhere to sit or rest on this street when needed?*



## Not too noisy

Participants rated noise levels worse than expected across three of the four areas of the village, with the expected rating of noise levels being lower than for all other indicators. Noise levels were identified as a particular issue in the area near the roundabout.

Location	Expected average score (How would you expect it to be)	Actual average score (How you feel/find the street now)	Difference between averages
Station Road from Riverside Walk to Lime Close Roundabout	3.42	2.28	-1.14 <small>n=30</small>
Station Road from Lime Close Roundabout to Mill Road (Triangle Centre)	3.53	2.61	-0.92 <small>n=28</small>
Hill Brow Road between Newman Collard Car Park and Station Road	3.84	2.23	-1.61 <small>n=29</small>
Roundabout	4	1.84	-2.16 <small>n=29</small>

*How noisy do you find this street today?*



## People feel safe

In general, respondents did not feel overly concerned about safety in the village with differences between expected and actual scores being relatively low. Intimidation from traffic was considered the biggest issue, especially at the roundabout.

Location	How intimidated do you feel by the traffic on this street?			How safe from crime do you feel?			How safe from anti-social behaviour do you feel?		
	Expected average score (How would you expect it to be)	Actual average score (How you feel/find the street now)	Difference between averages	Expected average score (How would you expect it to be)	Actual average score (How you feel/find the street now)	Difference between averages	Expected average score (How would you expect it to be)	Actual average score (How you feel/find the street now)	Difference between averages
Station Road from Riverside Walk to Lime Close Roundabout	4.00	2.81	-1.19 <i>n=27</i>	4.68	3.59	-1.09 <i>n=27</i>	4.72	3.76	-0.96 <i>n=26</i>
Station Road from Lime Close Roundabout to Mill Road (Triangle Centre)	4.11	2.53	-1.58 <i>n=28</i>	4.57	3.92	-0.65 <i>n=28</i>	4.74	3.85	-0.89 <i>n=28</i>
Hill Brow Road between Newman Collard Car Park and Station Road	4.28	2.61	-1.67 <i>n=26</i>	4.68	3.88	-0.80 <i>n=26</i>	4.76	3.65	-1.11 <i>n=26</i>
Roundabout	4.12	1.84	-2.28 <i>n=26</i>	4.83	3.48	-1.35 <i>n=25</i>	4.83	3.6	-1.23 <i>n=25</i>



## Things to see and do

The amount of things to see and do was rated lower than expected across all areas, and significantly lower along Station Road from Riverside Walk to Lime Close Roundabout and the area near the roundabout.

Location	Expected average score (How would you expect it to be)	Actual average score (How you feel/find the street now)	Difference between averages
Station Road from Riverside Walk to Lime Close Roundabout	4.46	2.13	-2.33 <small>n=30</small>
Station Road from Lime Close Roundabout to Mill Road (Triangle Centre)	4.53	2.82	-1.71 <small>n=29</small>
Hill Brow Road between Newman Collard Car Park and Station Road	4.33	2.82	-1.51 <small>n=28</small>
Roundabout	4.17	1.96	-2.21 <small>n=30</small>

*How attractive do you find the street?*



# People feel relaxed



When asked about how relaxing the streets were, almost all indicators were rated negatively compared to expectations. The most negative aspect was how pleasant and enjoyable the areas were, with the area near the roundabout having the most significant difference. More positively, there was little difference in rating compared to expectation of cleanliness along Station Road from Lime Close Roundabout to Mill Road (Triangle Centre).

Location	How pleasant and enjoyable are you finding this street?			How clean is the street?			How would you rate the trees, plants and green spaces?		
	Expected average score (How would you expect it to be)	Actual average score (How you feel/find the street now)	Difference between averages	Expected average score (How would you expect it to be)	Actual average score (How you feel/find the street now)	Difference between averages	Expected average score (How would you expect it to be)	Actual average score (How you feel/find the street now)	Difference between averages
Station Road from Riverside Walk to Lime Close Roundabout	4.51	2.26	-2.25 <i>n=30</i>	4.70	3.17	-1.53 <i>n=29</i>	4.24	2.03	-2.21 <i>n=30</i>
Station Road from Lime Close Roundabout to Mill Road (Triangle Centre)	4.51	2.65	-1.86 <i>n=29</i>	4.66	3.71	-0.95 <i>n=28</i>	4.5	3.06	-1.44 <i>n=29</i>
Hill Brow Road between Newman Collard Car Park and Station Road	4.39	2.5	-1.89 <i>n=30</i>	4.66	3.55	-1.11 <i>n=29</i>	4.46	2.96	-1.5 <i>n=29</i>
Roundabout	4.35	1.96	-2.39 <i>n=29</i>	4.57	3.3	-1.27 <i>n=30</i>	4.31	2.4	-1.91 <i>n=30</i>

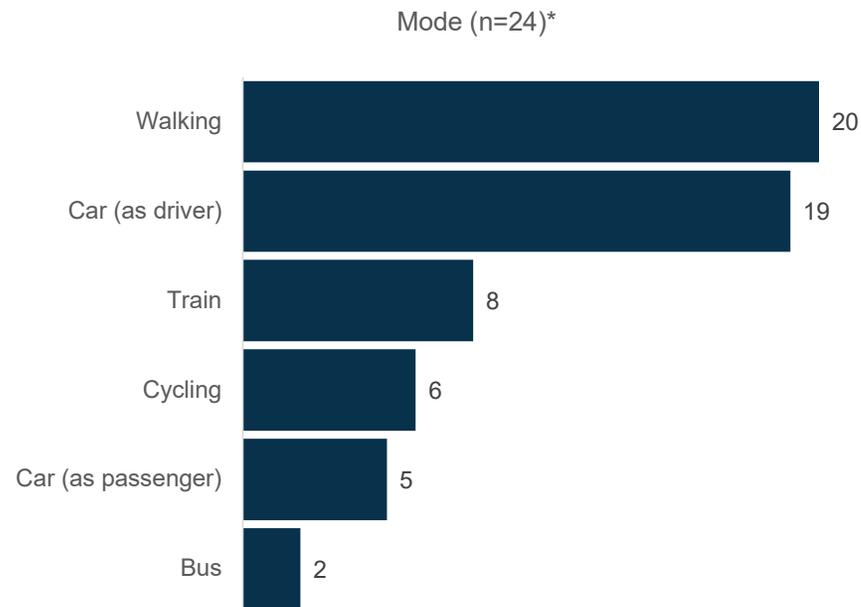


# Respondent profile



## Respondent profile (1)

The majority of participants (20) were walkers, with the second most popular mode of travel being by car as the driver (19).



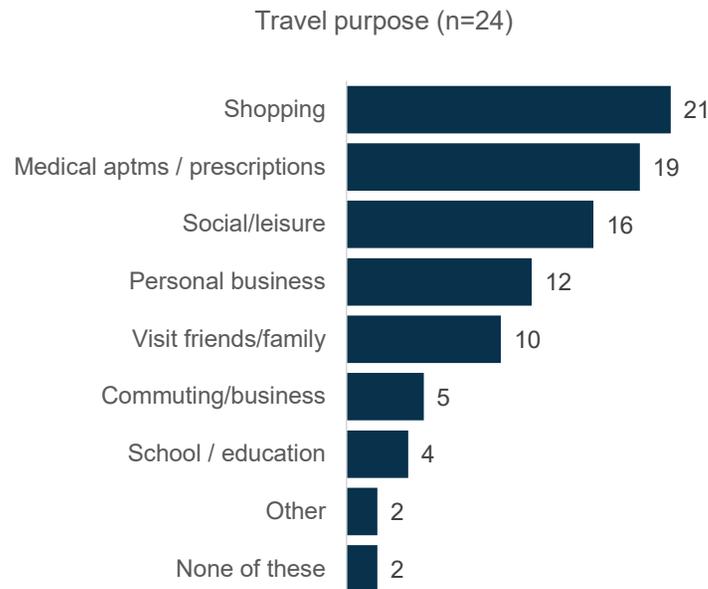
*How do you currently travel into or around this area? [multi-code]*

*\*Only modes that participants had selected are shown in the graph*



## Respondent profile (2)

The most common reasons for travelling through the area were for shopping (21), attending medical appointments/ picking up prescriptions (19) and for social/ leisure activities (16). The most popular times of travel were at weekends and weekdays 9am – 12 noon (15 respectively).



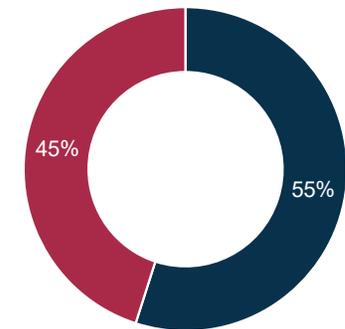
*Why do you typically travel into or around this area? [multi-code]; When do you typically travel into or around Liss Village Centre? [multi-code]*



## Respondent profile (3)

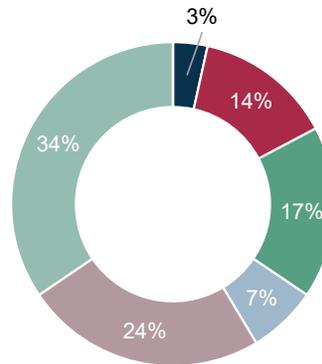
More males than females took part in the site walk, with the majority being aged between 55-84. Nearly 7 in 10 participants (67%) lived in Liss village, with a quarter residing in the village centre.

Gender (n=29)



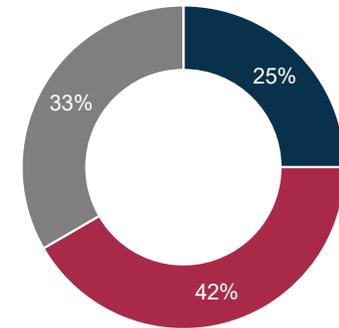
■ Male ■ Female ■ Prefer not to say

Age (n=29)



■ Under 25 ■ 25-44  
■ 45-54 ■ 55-64  
■ 65-74 ■ 75-84  
■ 85+ ■ Prefer not to say

Residence (n=24)



■ In Liss village centre ■ Liss village  
■ Outside Liss village ■ Prefer not to say

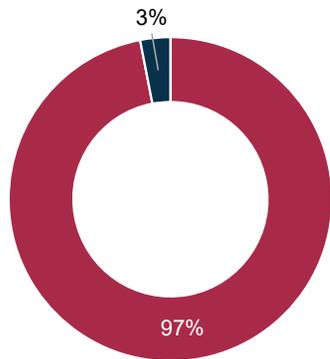
*Which of the following best describes your gender?; What is your age?; Where do you live?*



## Respondent profile (4)

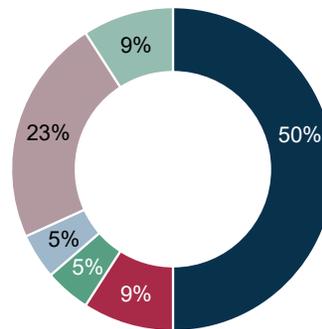
The majority (97%) of participants were white, half were retired and 4% had a long term health problem or disability.

Ethnicity (n=29)



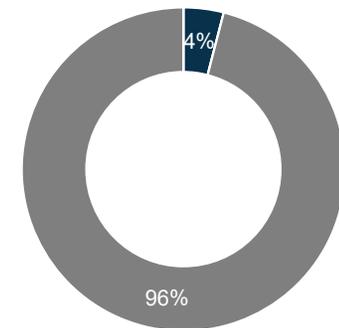
- Asian/Asian British
- Black/African/Caribbean/Black British
- Mixed/multiple ethnic groups
- White
- Other ethnic group
- Prefer not to say

Employment (n=29)



- Retired
- Self employed
- Student
- Unemployed
- Working full time
- Working part time

Disability (n=25)



- Yes, limited a lot
- Yes, limited a little
- No
- Prefer not to say

*What is your ethnic group?; What is your employment status?; Is your ability to move around Liss limited because of a health problem or disability that has lasted, or is expected to last at least 12 months?*



# Appendix



# Appendix A – copy of response form



## **Project: Place Making Liss,- Community Walkabout**

**Date: 28<sup>th</sup> June 2022**

**Time: 10:00-13:00**

### **Healthy Streets Approach**

The Healthy Streets approach is about improving the street environment, making it a healthier place to be in, both mentally and physically. There are ten Healthy Streets indicators which focus on the ways people feel when using streets.

***This survey focuses on your experience of being on the streets at the time of the walkabout and what you expect that street to feel like. The result of the survey will inform the study and will also be used to monitor the effect of changes to the village centre.***

### **How will it work?**

- 1) We will go over the survey questions,
- 2) Walk the stretch of the street,
- 3) Go through the questions, discussing experiences among the group,
- 4) Each person will then score their experience.

You will need to rate your experience of being on the streets of Liss village centre today and how you would expect it to be. For example, you would not normally expect high traffic volumes for a residential street, which may negatively affect your perception.

The streets are divided into 4 sections and the survey questions into two sections, with each indicator consisting of one or more questions.

***Please rate each question out of 5 (1 being very negative/least, 5 being very positive/most)***

### **General**

#### **1. Everyone feels Welcome**

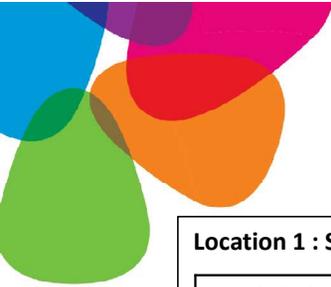
Is the village centre a place you want to spend time in, engage and interact with others? Does it feel comfortable and accessible regardless of age (older/younger), disability, parents with pushchairs/wheelchair users, confidence level?

- a. How welcoming is Liss village centre today?
- b. How welcoming would you expect it to be?

#### **2. Clean Air**

Air quality affects everyone's health, particularly those that are most vulnerable. It also impacts our desire to spend time in a given area.

- a. How clean do you think the air is on the streets today?
- b. How clean would you expect it to be?



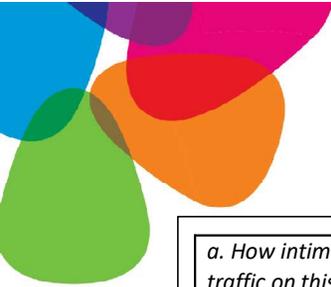
# Appendix A – copy of response form



## Location 1 : Station Road- From Riverside Walk to Roundabout (Lime close)

<i>People feel Relaxed</i>	How you feel/find the street now (1-5)	How would you expect it to be (1-5)
Streets can be places of anxiety, particularly if they are dirty or noisy. Some places can make us feel less relaxed if you cannot freely stop and chat. This can be perhaps due to limited space, or quality of the spaces, which make them unappealing to be in.		
<i>a. How pleasant and enjoyable are you finding this street?</i>		
<i>b. How clean is the street?</i>		
<i>c. How would you rate the trees, plants and green spaces?</i>		
<b>Things to do and see</b>		
The street environment needs to be appealing to encourage visitors, but it also makes people feel good about where they live. Think of the visual appeal of streets, shop fronts and architecture.		

<i>a. How attractive do you find the street?</i>		
<b>Not too Noisy</b>		
Noise can have a negative impact on wellbeing as it can make streets stressful and unpleasant places to be.		
<i>a. How noisy do you find this street today?</i>		
<b>Easy to cross</b>		
People can cross the street directly and quickly, without experiencing difficulties which could cause them to give up. Difficulties can include physical barriers, fast moving traffic and lack of safe crossing points.		
<i>a. How easy is it to cross the road today?</i>		
<b>People feel safe</b>		
Feeling safe is a basic requirement when out on the streets. This includes feeling safe from a threat of violence, intimidation, and unwanted attention. Motorised road traffic can also make people walking and cycling feel unsafe, through the speed, space and lack of attention given to cyclists and those on foot.		

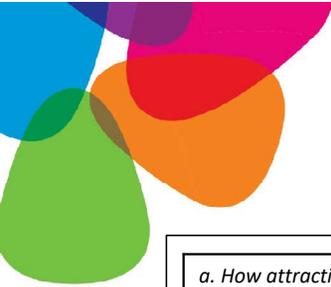


# Appendix A – copy of response form



a. How intimidated do you feel by the traffic on this street?		
b. How safe from crime do you feel?		
c. How safe from anti-social behaviour do you feel?		
<b>Places to stop and rest</b>  Regular opportunities to stop and rest are important, particularly if you are walking or cycling for long distances or have mobility issues. They also provide opportunities to stop and chat, without people bumping into you, or feeling that you have to keep moving.		
a. How easy is it to find somewhere to sit or rest on this street when needed?		
<b>Shade and Shelter</b>  Places for shade and shelter are important when it rains or is too hot. These can include trees, awnings and bus stop shelters.		
a. How easy would it be to find shed and shelter if it started to rain, or became too hot?		

Location 2: Station Road from Roundabout (Lime Close)- Mill Road (Triangle Centre)		
<b>People feel Relaxed</b>  Streets can be places of anxiety, particularly if they are dirty or noisy. Some places can make us feel less relaxed if you cannot freely stop and chat. This can be perhaps due to limited space, or quality of the spaces, which make them unappealing to be in.	<b>How you feel/find the street now (1-5)</b>	<b>How would you expect it to be (1-5)</b>
a. How pleasant and enjoyable are you finding this street?		
b. How clean is the street?		
c. How would you rate the trees, plants and green spaces?		
<b>Things to do and see</b>  The street environment needs to be appealing to encourage visitors, but it also makes people feel good about where they live. Think of the visual appeal of streets, shop fronts and architecture.		



# Appendix A – copy of response form



<i>a. How attractive do you find the street?</i>		
<b>Not too Noisy</b>  Noise can have a negative impact on wellbeing as it can make streets stressful and unpleasant places to be.		
<i>a. How noisy do you find this street today?</i>		
<b>Easy to cross</b>  People can cross the street directly and quickly, without experiencing difficulties which could cause them to give up. Difficulties can include physical barriers, fast moving traffic and lack of safe crossing points.		
<i>a. How easy is it to cross the road today?</i>		
<b>People feel safe</b>  Feeling safe is a basic requirement when out on the streets. This includes feeling safe from a threat of violence, intimidation, and unwanted attention. Motorised road traffic can also make people walking and cycling feel unsafe, through the speed, space and lack of attention given to cyclists and those on foot.		

<i>a. How intimidated do you feel by the traffic on this street?</i>		
<i>b. How safe from crime do you feel?</i>		
<i>c. How safe from anti-social behaviour do you feel?</i>		
<b>Places to stop and rest</b>  Regular opportunities to stop and rest are important, particularly if you are walking or cycling for long distances or have mobility issues. They also provide opportunities to stop and chat, without people bumping into you, or feeling that you have to keep moving.		
<i>a. How easy is it to find somewhere to sit or rest on this street when needed?</i>		
<b>Shade and Shelter</b>  Places for shade and shelter are important when it rains or is too hot. These can include trees, awnings and bus stop shelters.		
<i>a. How easy would it be to find shed and shelter if it started to rain, or became too hot?</i>		



# Appendix A – copy of response form



**Location 3: Hill Brow Road- Between Newman Collard Car Park and Station Road**

<i>People feel Relaxed</i>	How you feel/find the street now (1-5)	How would you expect it to be (1-5)
Streets can be places of anxiety, particularly if they are dirty or noisy. Some places can make us feel less relaxed if you cannot freely stop and chat. This can be perhaps due to limited space, or quality of the spaces, which make them unappealing to be in.		
<i>a. How pleasant and enjoyable are you finding this street?</i>		
<i>b. How clean is the street?</i>		
<i>c. How would you rate the trees, plants and green spaces?</i>		
<b>Things to do and see</b>		
The street environment needs to be appealing to encourage visitors, but it also makes people feel good about where they live. Think of the visual appeal of streets, shop fronts and architecture.		

<i>a. How attractive do you find the street?</i>		
<b>Not too Noisy</b> Noise can have a negative impact on wellbeing as it can make streets stressful and unpleasant places to be.		
<i>a. How noisy do you find this street today?</i>		
<b>Easy to cross</b> People can cross the street directly and quickly, without experiencing difficulties which could cause them to give up. Difficulties can include physical barriers, fast moving traffic and lack of safe crossing points.		
<i>a. How easy is it to cross the road today?</i>		
<b>People feel safe</b> Feeling safe is a basic requirement when out on the streets. This includes feeling safe from a threat of violence, intimidation, and unwanted attention. Motorised road traffic can also make people walking and cycling feel unsafe, through the speed, space and lack of attention given to cyclists and those on foot.		



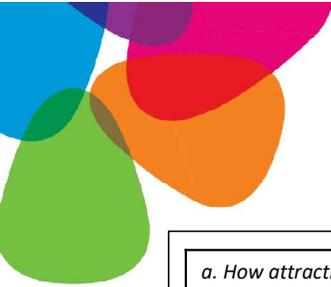
# Appendix A – copy of response form



<i>a. How intimidated do you feel by the traffic on this street?</i>		
<i>b. How safe from crime do you feel?</i>		
<i>c. How safe from anti-social behaviour do you feel?</i>		
<b>Places to stop and rest</b>  Regular opportunities to stop and rest are important, particularly if you are walking or cycling for long distances or have mobility issues. They also provide opportunities to stop and chat, without people bumping into you, or feeling that you have to keep moving.		
<i>a. How easy is it to find somewhere to sit or rest on this street when needed?</i>		
<b>Shade and Shelter</b>  Places for shade and shelter are important when it rains or is too hot. These can include trees, awnings and bus stop shelters.		
<i>a. How easy would it be to find shed and shelter if it started to rain, or became too hot?</i>		

<b>Location 4: Roundabout</b>		
<i>People feel Relaxed</i>  Streets can be places of anxiety, particularly if they are dirty or noisy. Some places can make us feel less relaxed if you cannot freely stop and chat. This can be perhaps due to limited space, or quality of the spaces, which make them unappealing to be in.	<b>How you feel/find the street now (1-5)</b>	<b>How would you expect it to be (1-5)</b>
<i>a. How pleasant and enjoyable are you finding this street?</i>		
<i>b. How clean is the street?</i>		
<i>c. How would you rate the trees, plants and green spaces?</i>		
<i>Things to do and see</i>  The street environment needs to be appealing to encourage visitors, but it also makes people feel good about where they live. Think of the visual appeal of streets, shop fronts and architecture.		

# Appendix A – copy of response form



<i>a. How attractive do you find the street?</i>		
<b>Not too Noisy</b>  Noise can have a negative impact on wellbeing as it can make streets stressful and unpleasant places to be.		
<i>a. How noisy do you find this street today?</i>		
<b>Easy to cross</b>  People can cross the street directly and quickly, without experiencing difficulties which could cause them to give up. Difficulties can include physical barriers, fast moving traffic and lack of safe crossing points.		
<i>a. How easy is it to cross the road today?</i>		
<b>People feel safe</b>  Feeling safe is a basic requirement when out on the streets. This includes feeling safe from a threat of violence, intimidation, and unwanted attention. Motorised road traffic can also make people walking and cycling feel unsafe, through the speed, space and lack of attention given to cyclists and those on foot.		

<i>a. How intimidated do you feel by the traffic on this street?</i>		
<i>b. How safe from crime do you feel?</i>		
<i>c. How safe from anti-social behaviour do you feel?</i>		
<b>Places to stop and rest</b>  Regular opportunities to stop and rest are important, particularly if you are walking or cycling for long distances or have mobility issues. They also provide opportunities to stop and chat, without people bumping into you, or feeling that you have to keep moving.		
<i>a. How easy is it to find somewhere to sit or rest on this street when needed?</i>		
<b>Shade and Shelter</b>  Places for shade and shelter are important when it rains or is too hot. These can include trees, awnings and bus stop shelters.		
<i>a. How easy would it be to find shed and shelter if it started to rain, or became too hot?</i>		



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