



Key issues in the village centre from feedback:

## Liss Central Plaza



Car parking causing traffic to back up, and making it harder to cross

Amount and speed of traffic in the area

Not a relaxing area to travel through

Not enough to do

Tired looking

Lack of places to stop and rest

The village centre represents a great opportunity to make a change that makes **those walking, wheeling and cycling feel welcome and safe**, with these modes prioritised.

The proposals aim to create a change in the feel of the village centre, so that people want to spend more time in Liss. There are two options proposed at the roundabout. Both options include the following features:

- Narrow the road and widening the pavements on Station Road to reduce vehicle speeds and improve walking experience
- Add pinch points at key locations to slow vehicles and serve as crossing points

- Change the road surface to a different material to provide a visual change and make it easier to walk and wheel
- Raise the level of road to make it easier to cross, walk and wheel around the centre of the village
- Improve the shopping forecourt with new seating, planting and cycle parking to make a more accessible, welcoming and attractive space.
- Provide continuous footways over side roads to support priority for walkers and wheelers
- Changes to (and removal of some) parking spaces on Station Road and Hill Brow Road to widen pavements and make travel easier for wheelchair users

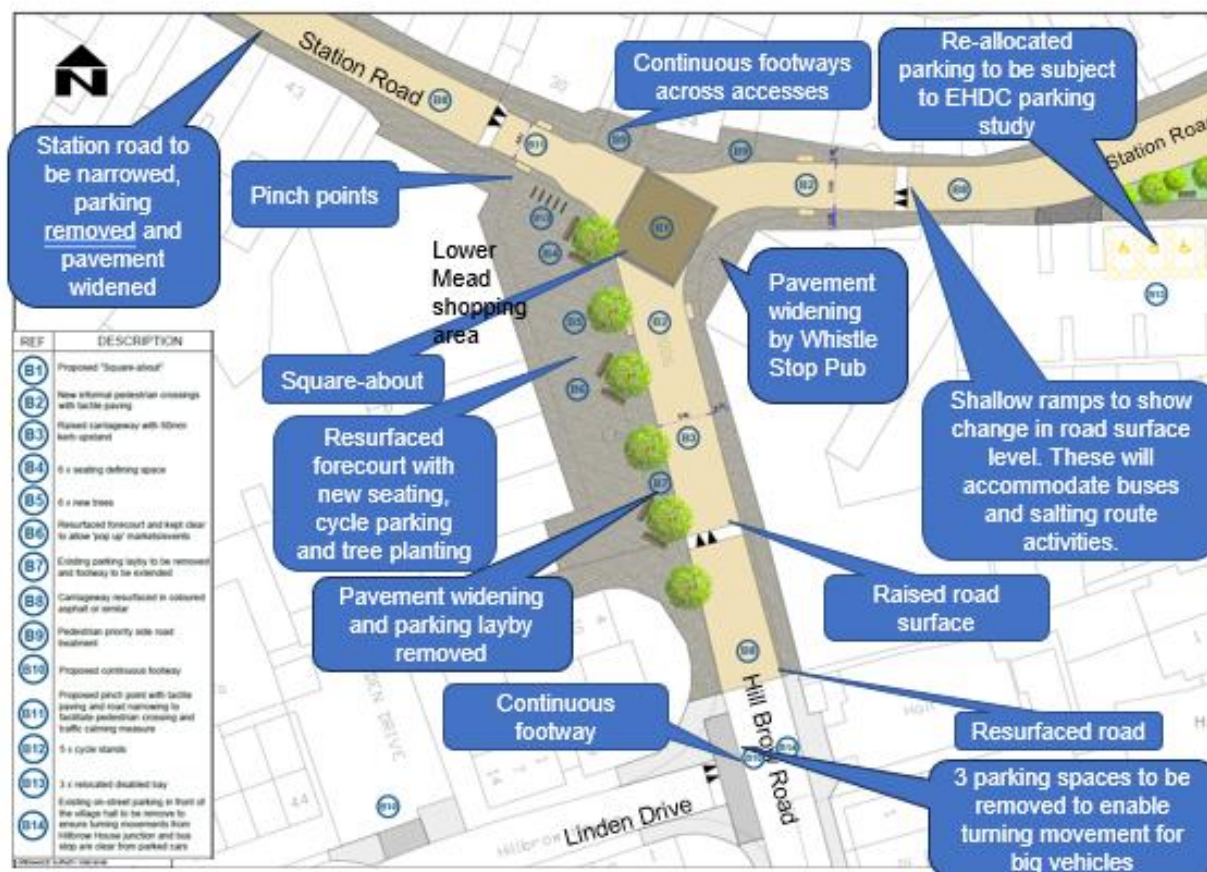
## Liss Central Plaza – “square-about” - option 1

The first option proposes changing the existing roundabout design to a “square-about”. The square-about aims to create the appearance and feel of a village square whilst retaining the function of the junction.

A square-about visually suggests to drivers that this is not a standard roundabout, inviting them to drive with more caution at lower speeds.

Continuous footways would be introduced on the accesses by the roundabout.

The proposed design enables people to cross where they choose in this area, with tactile paving provided on each arm to support people with visual impairment to cross.





## Liss Central Plaza – standard roundabout - option 2

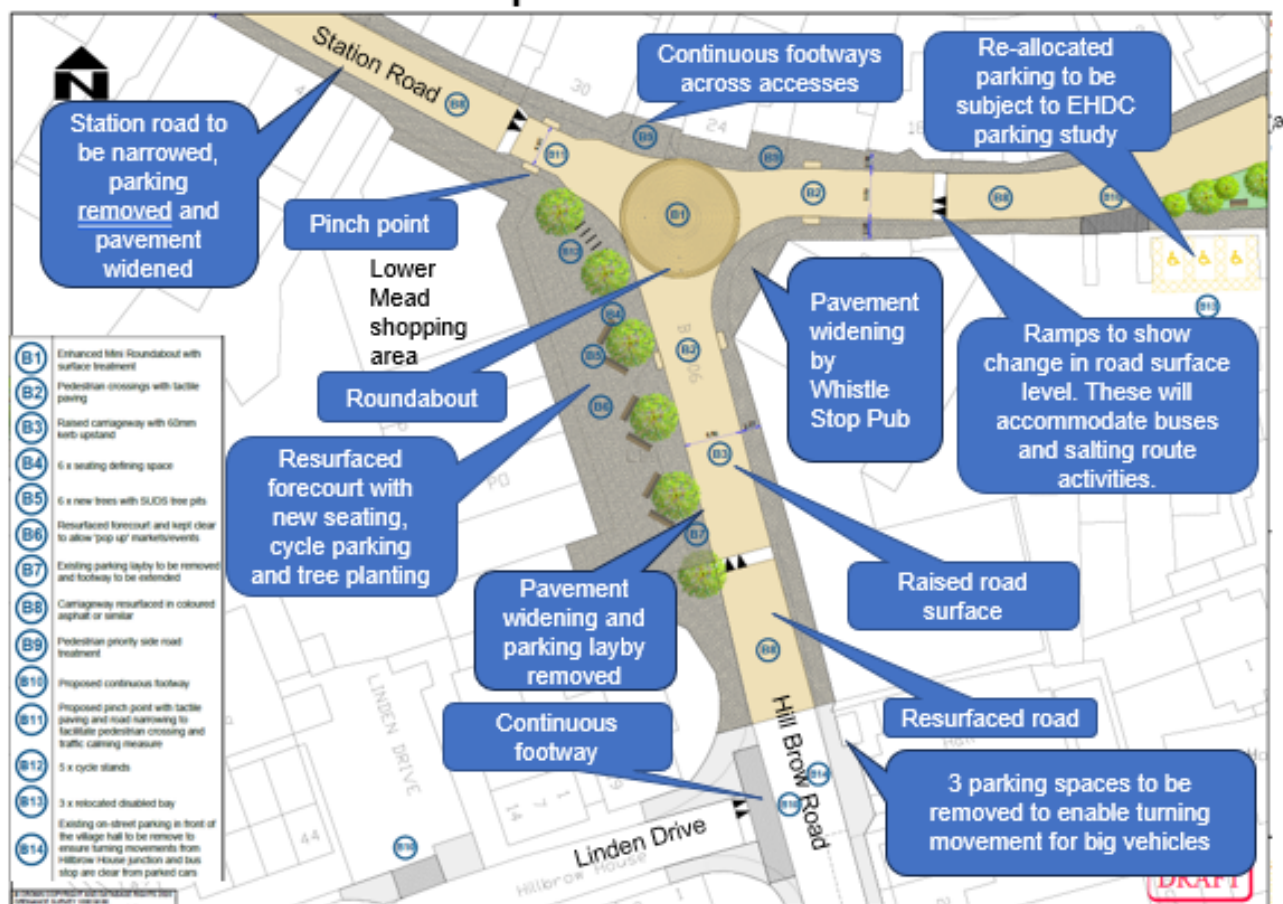
This option looks at keeping the look of a traditional mini roundabout whilst raising the road closer to pavement to make it easier for those walking and wheeling to move around the area, and resurfacing the junction.

The same improvements to the forecourt and footways are included in both options.

### What is a continuous footway?

A 'continuous footway' is where the pedestrian pavement is uninterrupted and extends over the junction, with no change in level.

The surface will be designed to look and feel different from the road surface and supports priority for pedestrians (see 'examples' slide)





# Liss Central Plaza Healthy Streets Scores



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	26	46
Everyone feels welcome	26	49
Easy to cross	13	58
Shade and shelter	17	17
Places to stop and rest	13	20
Not too noisy	33	53
People choose to walk and cycle	26	49
People feel safe	18	46
Things to see and do	67	67
People feel relaxed	26	49
Clean air	25	50

The Healthy Streets score for both options is **46/100**, a significant improvement over the current score of **26/100**.

'Easy to cross' and 'People feel safe' see the biggest increases, with the 20mph zone making the biggest contribution to this score.



# Liss Central Plaza – design examples



Market Place,  
Romsey

An example of the type of surfacing and materials could be used and how the road surface may differ from the pavement.



Lambeth,  
London

Example of social seating with green planting areas. Also shown is a shallow raised surface and pinch point.



Seating options that are integrated with green infrastructure could be installed in the village centre.

Left, Gunwharf  
Quays in Portsmouth.



Source: RailRoad Integrated Seat & Planter  
| Furnitubes



## Liss Central Plaza Visualisation

