

# Placemaking Liss Part 2 Engagement Findings Report

July 2024

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# Key findings

# Key findings



Overall, the majority of respondents felt that the proposals would make the village centre more attractive (70%), with 41% indicating that they would want to spend more time in Liss village centre as a result.



Active travel modes would be encouraged, with around half of those who cycle and walk alone/ with a buggy or pushchair suggesting they would do so more as a result of the proposals (54%, 50% and 52% respectively). Around 3 in 10 (28%) of drivers would be likely to travel less by this mode.



Liss Central Plaza was seen as the highest priority for funding (72%) out of the four proposals. Around half (51%) preferred design option two for this section (a roundabout with raised road level) as this was seen as easier and more intuitive for users.



Looking across all sections, respondents indicated similar levels of agreement that the proposals would increase ease of crossing (between 51% and 55% agreement).



Respondents were less likely to indicate the changes in Andlers Ash Road/ Hill Brow Road Junction would make the area more attractive or make them feel more relaxed whilst visiting compared to the other design proposals. Open text comments frequently mentioned issues relating to the impact on Andlers Ash Road, such as an increase in traffic and vehicle speeds.



The removal/ reallocation of parking was highlighted as an issue throughout the open-ended comments, specifically that it would negatively impact local businesses in the area and make visiting the village centre inconvenient.



Comments received during the pop-up event suggested the 20mph zone should be extended south to include Hill Brow Road (up to Liss Junior school) and south-westerly to include Andlers Ash Road (including Barnside Way).



Several accessibility concerns were raised, such as the impact of the removal/reallocation of disabled parking bays and issues relating to continuous pavements for the visually impaired.

# Introduction

# Placemaking 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
- use the Healthy Streets framework to guide the delivery of the study



## The scheme

Liss Parish Council has commissioned Hampshire Services (Hampshire County Council’s in-house transport planning consultancy service) to help them make the village centre nicer to spend time in and travel through by making it easier to walk and cycle and creating a better sense of place.

The first phase of this work identified residents’ and stakeholders’ views on issues in the village and what they would like to see changed.

The [findings](#) from the first phase were used to produce improvement designs for the village centre.

The second phase aimed to gather feedback on the proposed designs, which are detailed in this report.

Once finalised, the designs will be used to attract funding from various sources to implement the improvements.

# Placemaking Liss – aims and method



## Aims

- The purpose of this engagement activity was to inform the development plans for Liss village centre. Specifically, this engagement activity sought to understand:
- residents' and stakeholders' views on the draft proposals (specifically, the impact this would have on the experience of moving around Liss village)
- views on the prioritisation of proposals
- ideas for additional improvement



## Method

The Hampshire Services team designed and carried out an engagement activity through use of a feedback form (online and available in other formats). An information pack was produced alongside this, which explained the scheme plan in detail.

The feedback form was available from 15 April to 2 June 2024.

A pop-up event was held to give local people an opportunity to find out more about the scheme on 18 May 2024 at the Village Hall, from 11am to 2pm.

The views expressed in this report are from responses to an open feedback form, which was available to anyone to complete. There were no quotas or sampling targets, in keeping with the spirit of open engagement. All questions in the survey were optional, and the base therefore changes throughout the report. This is noted on each chart.

Throughout the report, the term 'frequent' user of transport refers to those who travel by this method more than once per week, 'regular' user of transport refers to those who travel by this method more than once per month.

All open ended/ unstructured comments were passed on to the project team for their consideration.

*Note: Where percentages do not total to 100%, this is due to rounding.*

# Summary of responses

In total, 269 responses were submitted via the survey, either online or on paper. Of those who specified, 261 responses were from individuals and 6 were on behalf of an organisation or business.

Over 200 people attended the pop-up event.

In addition, 13 unstructured responses were received by email. Commentary on these submissions can be found in the relevant section of the report.





# Detailed findings

Section 1:  
**Liss Station Forecourt**

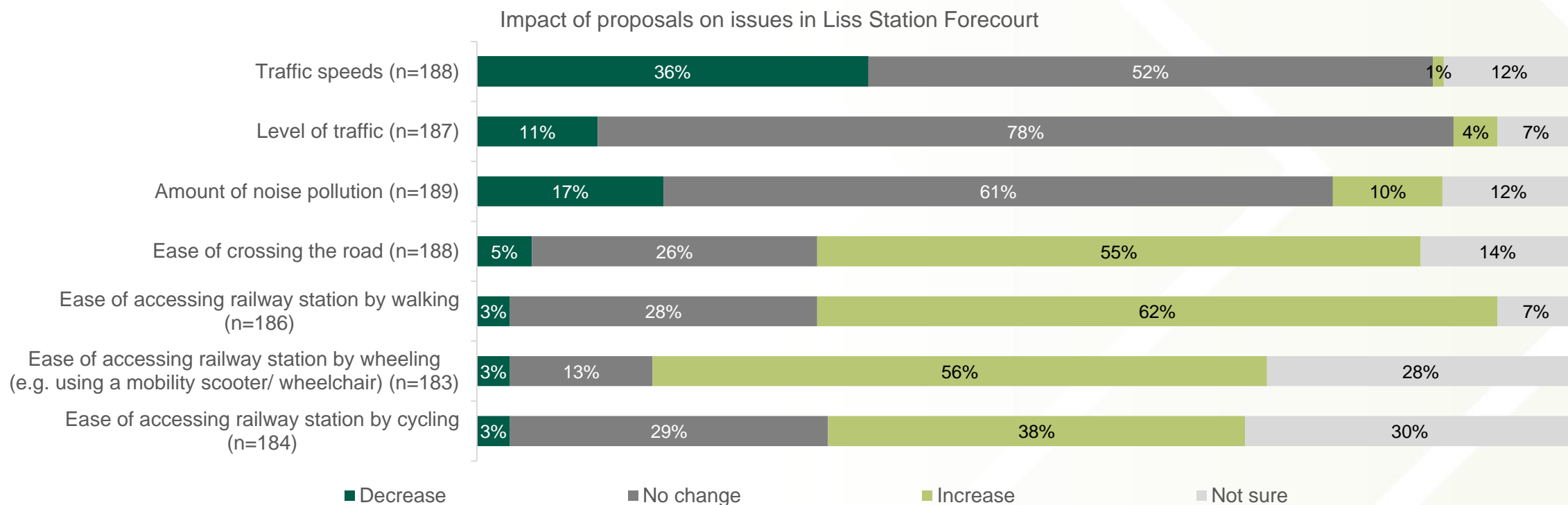
# Liss Station Forecourt – scheme design

Key	Design element
A1	Removing the steps and ramp and extend the forecourt
A2	New informal crossing point
A3	The road surface to be raised closer to the pavement and have a new surface colour
A4	New trees (x5) and benches (x3), the existing greens to remain
A5	Proposed continuous footway (pavement)
A6	Relocate drop off/ pick up parking into the main parking area
A7	Wayfinding signing and directional post
A8	A customer walkway highlighted with contrasting surface colour
A9	Entrance to Riverside Walk to be improved with tarmac surfacing, signpost and benches
A10	Road to be narrowed and footway (pavement) on south side to be widened



# Impact of proposals on issues

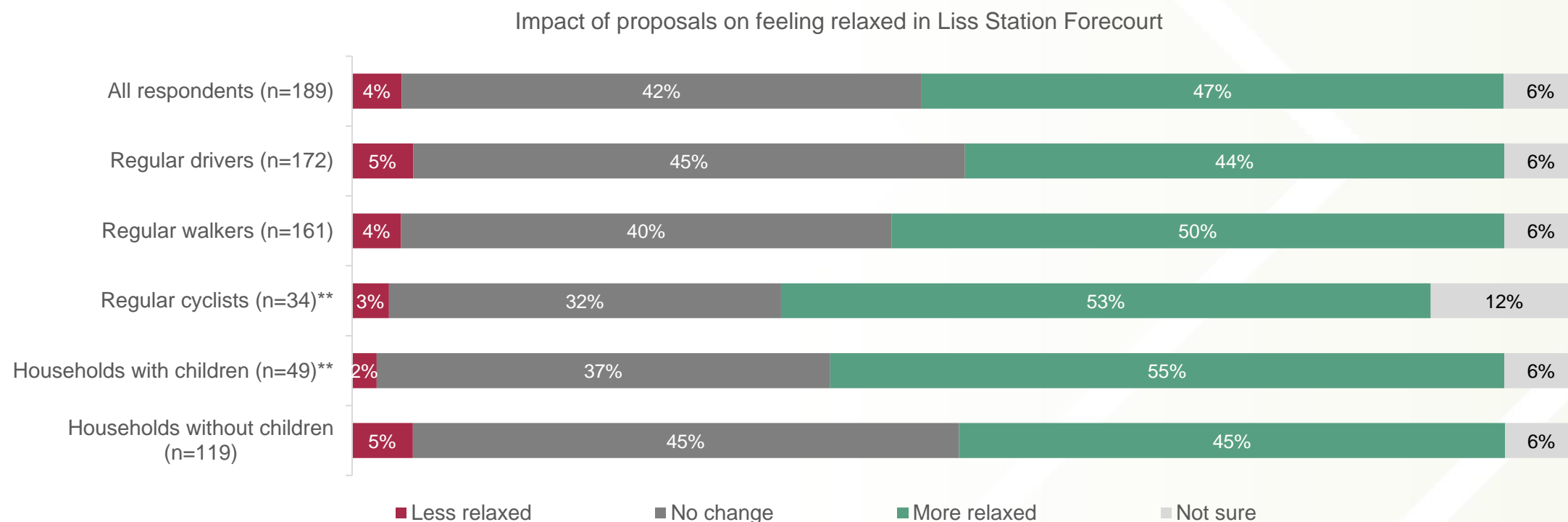
Overall, respondents thought the main impact of this scheme would be on crossing the road and accessing the station. Specifically: around 6 in 10 (62%) thought it would be easier for those walking to access the station; and just over half thought it would improve ease of access for those wheeling (56%) and ease of crossing the road (55%).



*What effect do you think the above proposals would have on the following issues in the area.*

# Impact of proposals on feeling relaxed

Almost half (47%) of respondents felt the proposals would make them feel more relaxed when spending time around Liss Station Forecourt. Households with children were most likely to feel more relaxed as a result of the changes (55%), closely followed by regular cyclists (53%) and regular walkers (50%).

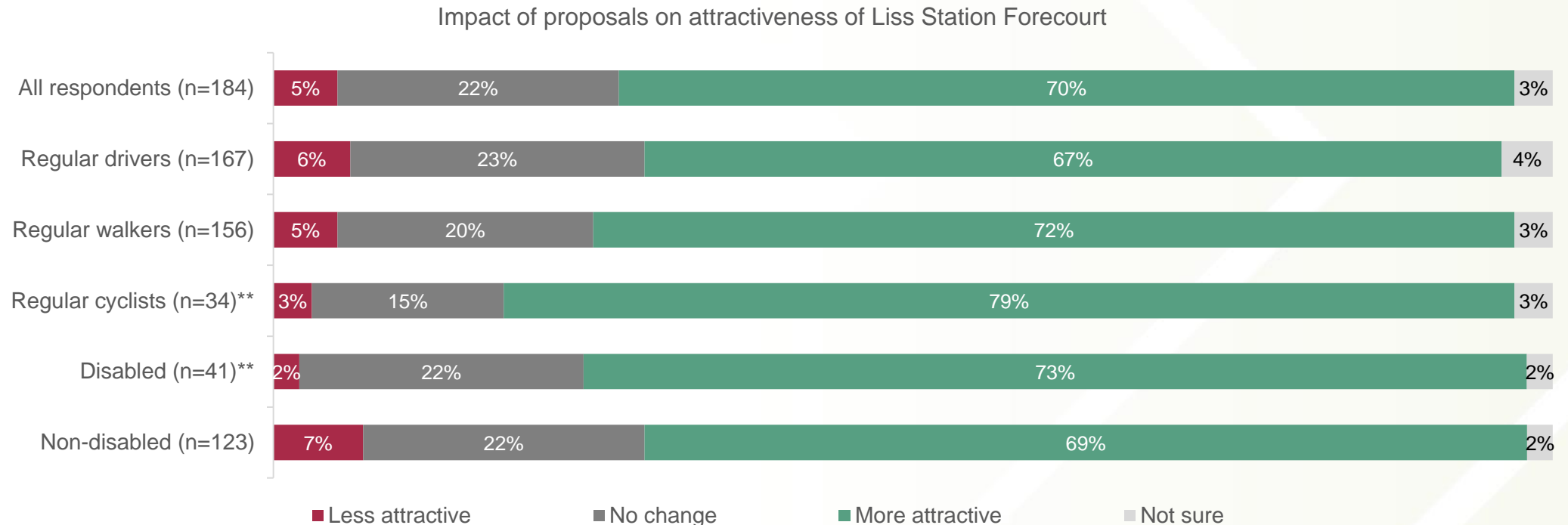


Would the proposal make you feel more or less relaxed when spending time in this area?

\*\* caution: very low base

# Impact of proposals on attractiveness

The majority of respondents (70%) felt the proposals would make Liss Station Forecourt more attractive. Cyclists were more likely to agree with this sentiment (79%) compared to the overall average.

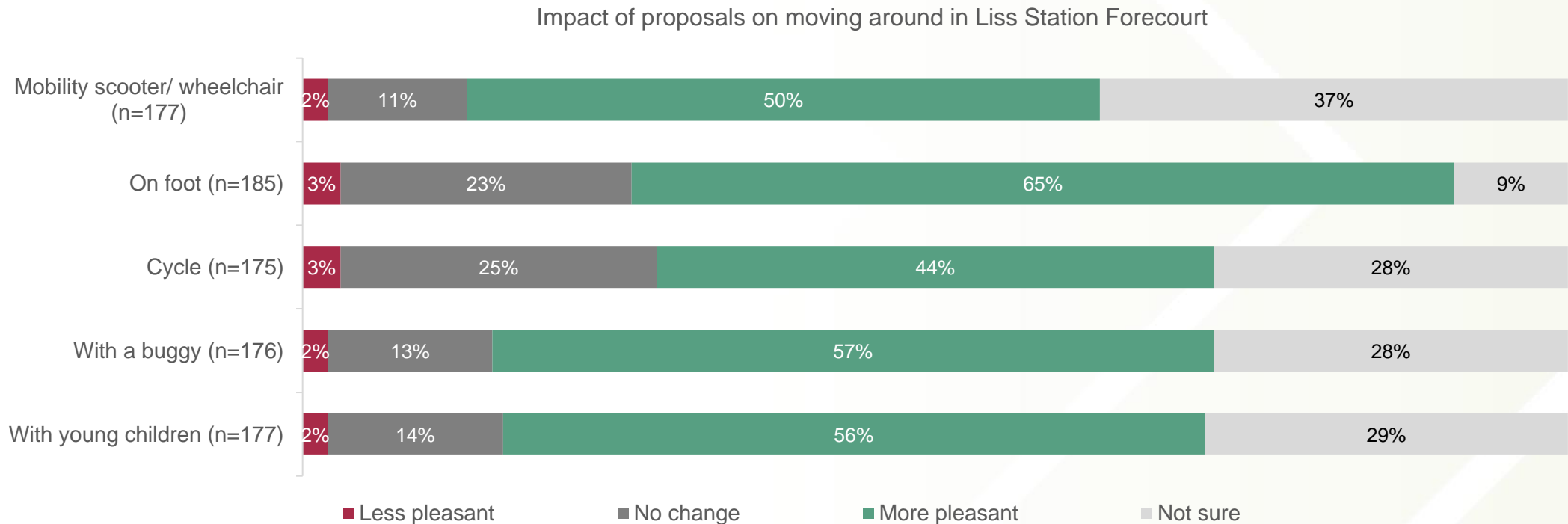


Would the proposal make the location more or less visually appealing?

\*\* caution: very low base

# Impact of proposals on moving around

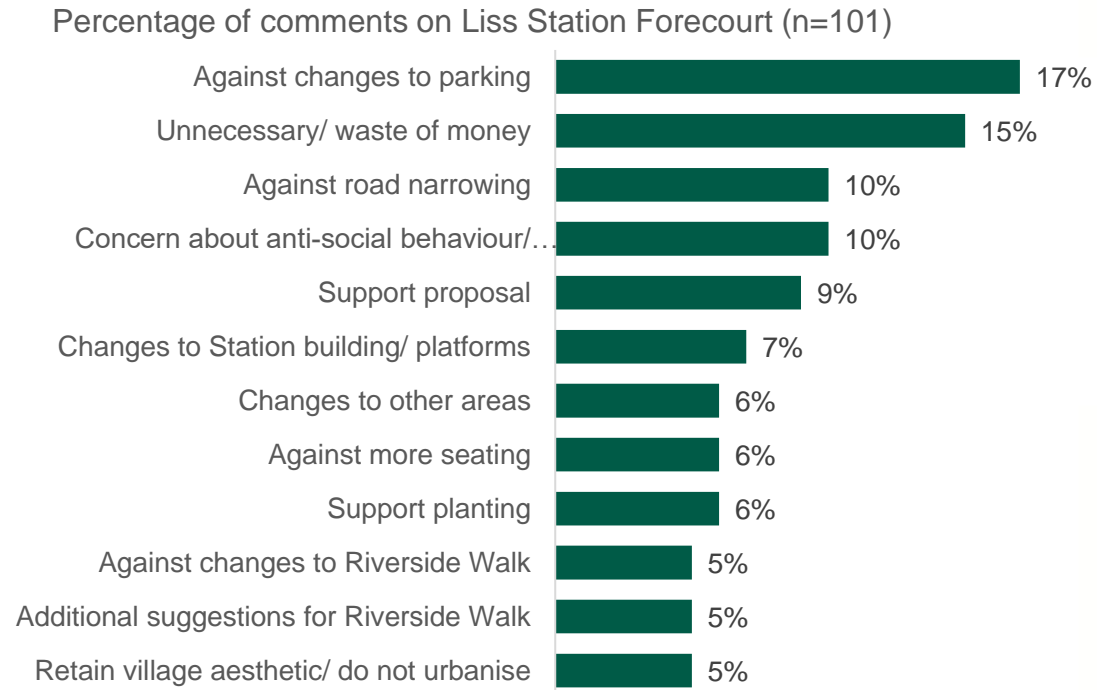
When asked, almost two thirds of respondents (65%) felt it would be more pleasant to travel around Liss Station Forecourt on foot as a result of the proposals. Over half felt it would be more pleasant for those travelling with a buggy (57%) and young children (56%).



Would the proposal make it more or less pleasant to move around the area in the following ways?

# Further comments

When given the opportunity to provide further comments on the proposals for Liss Station Forecourt, respondents most commonly expressed opposition to parking changes (6.3% of those surveyed.) Specifically, respondents felt parking along Station Road and drop off/ pick up bays by the station were important for convenience.



*“More car parking lost for people stopping to drop off/collect people at the station” (Male, aged 65-74, frequent walker and driver)*

*“There is nothing wrong with the current layout, it is convenient & hardly an eye sore.” (Male, aged 35-44, frequent driver)*

*“Station road is already narrow potential narrowing may cause congestion.” (Frequent walker and driver)*

*“I think this proposal is going to create a focal point for young teenagers others to meet friends and use the area as their space and it will rapidly decay. Others will be put off/scared to go due to intimidation from the youngsters.” (Male, aged 65-74, frequent walker and driver)*

*If you have any further comments on the proposals for Liss Station Forecourt, please explain these below. [Quantified verbatim question]*

Top 12 themes shown



# Feedback from the pop-up event

## **A2: New informal crossing point**

Support for design element (1 mention)

## **A4: New trees (x5) and benches (x3), the existing greens to remain**

Support for idea of a greener station (1 mention)  
Seating in this area was preferable to that proposed in Liss Central Plaza (1 mention)

## **A10: Road to be narrowed and footway (pavement) on south side to be widened**

Concern about whether larger vehicles (including rail replacement buses) would be able to navigate the area if the roads are narrowed (2 mentions)  
Deterring heavy vehicles in the centre is a positive (1 mention)  
Suggestion of zebra crossing to facilitate safe crossing (2 mentions)

## **A3: The road surface to be raised closer to the pavement and have a new surface colour**

Question about the practicality of raising the road surface - would vehicles be able to drive across raised entrances? (1 mention)

## **A6: Relocate drop off/ pick up parking into the main parking area**

Relocating parking would be safer for pedestrians (specifically children) (1 mention)  
Current bays are useful when picking up visitors (1 mention)

## **General comments**

Individual comments referenced the following sentiments:

- General support for the proposal
- Design gives enough room for replacement bus services to navigate car park

## **Further suggestions**

Multiple comments suggested:

- Changes to the platforms (2 mentions)

Individual comments suggested:

- Upgrading existing informal crossing at Riverside Walk to zebra crossing
- Add traffic calming on Station Road to the left of level crossing
- Signage to deter idling at level crossing
- Upgrade station footbridge
- Limit all parking bays to 20 minutes
- Demolish station building

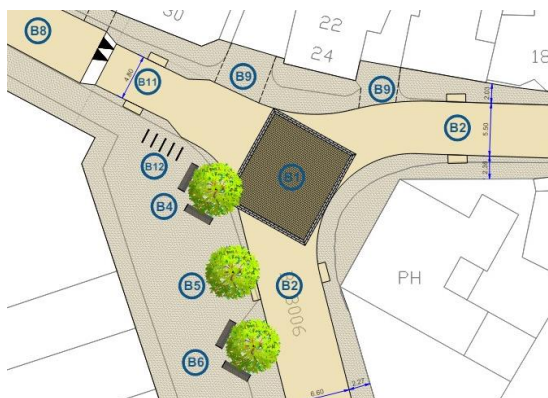
Section 2:  
**Liss Central Plaza**  
(Lower Mead/ Station Road/  
Hill Brow Road)

# Liss Central Plaza – scheme design

Part of the proposed designs for Liss Central Plaza look at redesigning the current roundabout. There are two proposed options for this.

## Option one: square-about

This proposes changing the existing roundabout design to a “square-about”. The square-about design aims to create the appearance of a ‘village square’, whilst retaining the function of the junction. It also visually suggests to drivers that this is not a standard roundabout, inviting the driver to proceed with more caution at lower speeds.



## Option two: mini-roundabout

This option would keep the look of a traditional mini-roundabout whilst raising the road closer to pavement level to make it easier for those walking and/ or wheeling (e.g. using a mobility scooter/ wheelchair) to move around the area. It also involves resurfacing the junction.



# Liss Central Plaza – scheme design

As well as the redesigned roundabout, either option 1 or option 2, the proposals include the following:

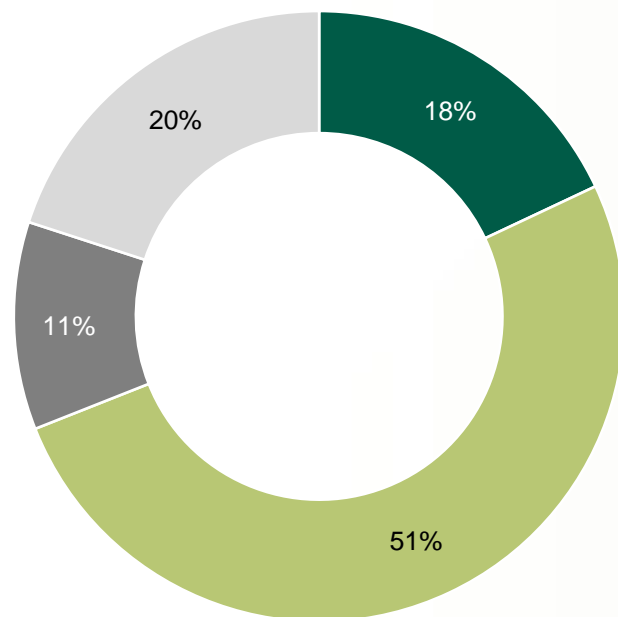
Key	Design element
B1	Re-designed roundabout (either option 1 or 2)
B2	New informal crossing
B3	Raised road closer to the footway
B4	New seating space (x6)
B5	New trees (x6)
B6	Resurfaced forecourt (kept clear to be used for 'pop up' markets/ events)
B7	Existing parking bays to be removed and pavement to be extended
B8	Carriageway to be resurfaced in contrasting colour
B9	Road surface changes to prioritise pedestrians
B10	Continuous footway (pavement)
B11	Road narrowing to make it easier to cross for those walking and wheeling and reduce traffic speeds
B12	Cycle parking sheds (x5)
B13	Reallocated disabled bays
B14	Existing on-street parking in front of the village hall to be removed to support lorry turning from Hillbrow House and clear bus stops of parked cars



# Junction design options

Just over half (51%) of respondents preferred option two, a roundabout with raised road level, with around a fifth (18%) preferring option one, a square-about design.

Roundabout design options (n=250)



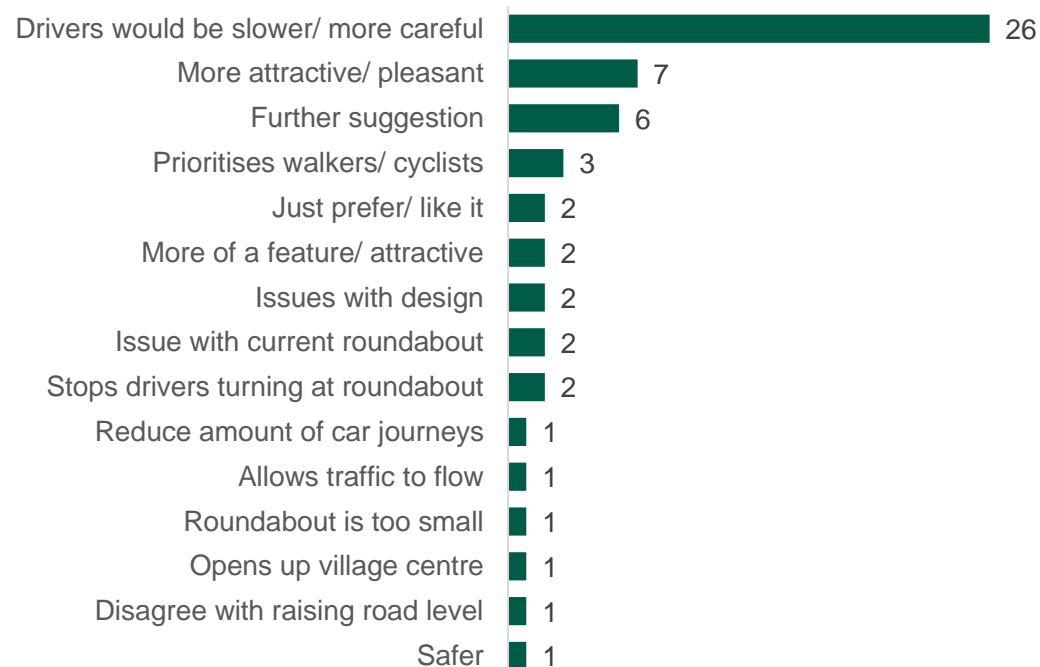
■ Option one (square-about) ■ Option two (roundabout with raised road level) ■ No preference ■ Neither

*Which option do you prefer?*

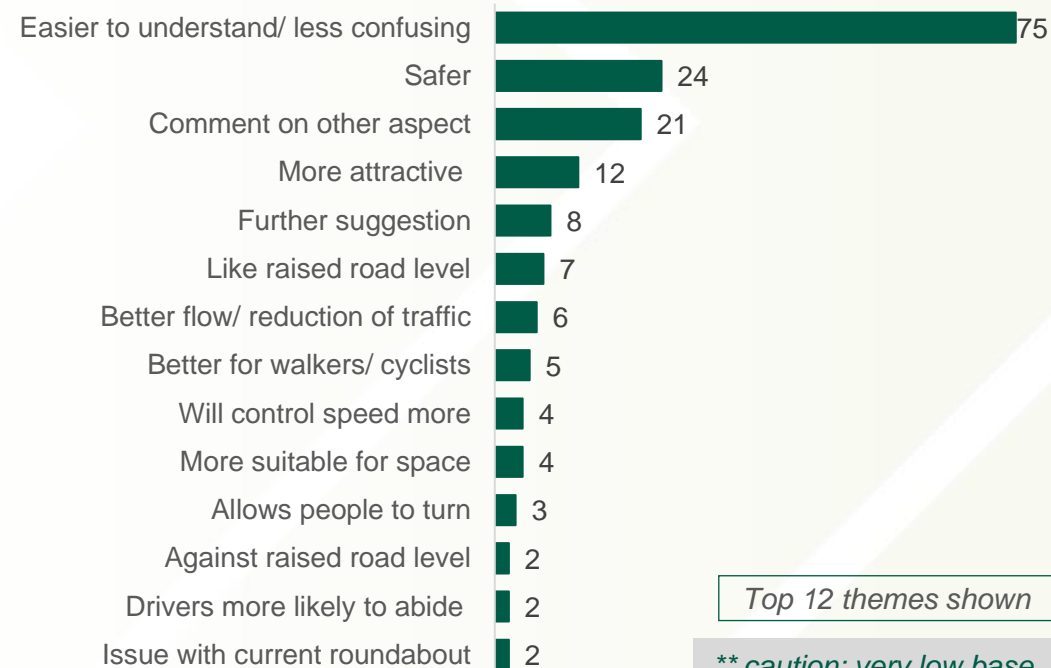
# Reason for junction design preference

When asked the reason for their design preference, those who selected option one (a square-about) most commonly mentioned that the unusual design would encourage slower speeds amongst motorists. Those who preferred option two (a roundabout) most frequently mentioned that the traditional layout was more familiar to motorists and would be easier to use.

Reasons for preferring option one (n=34)\*\*



Reasons for preferring option two (n=110)



Top 12 themes shown

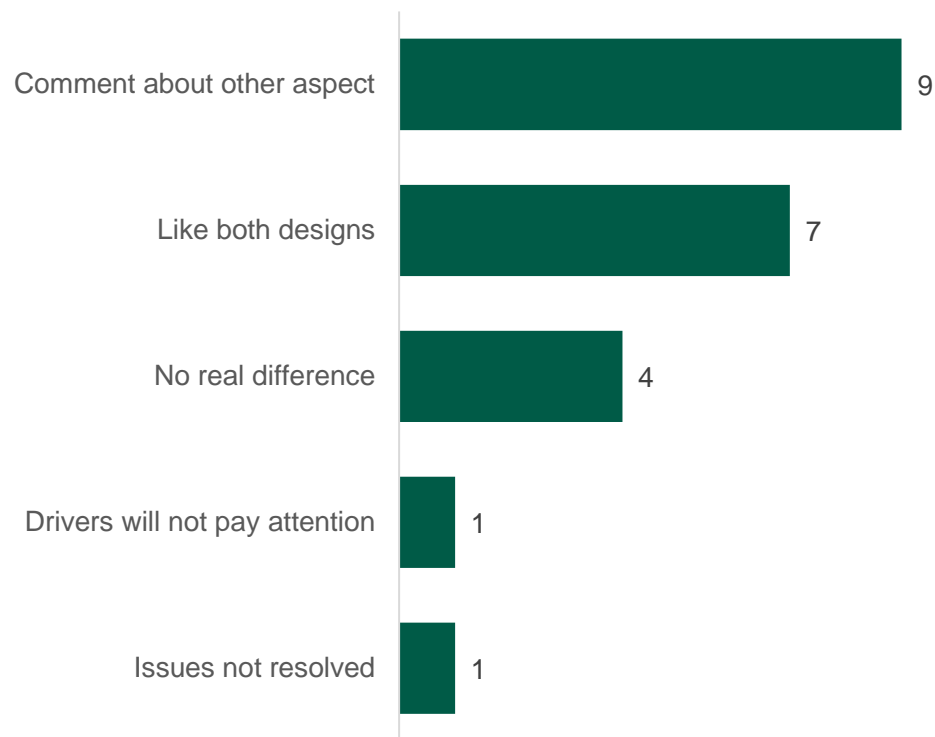
\*\* caution: very low base

Please explain your answer below.

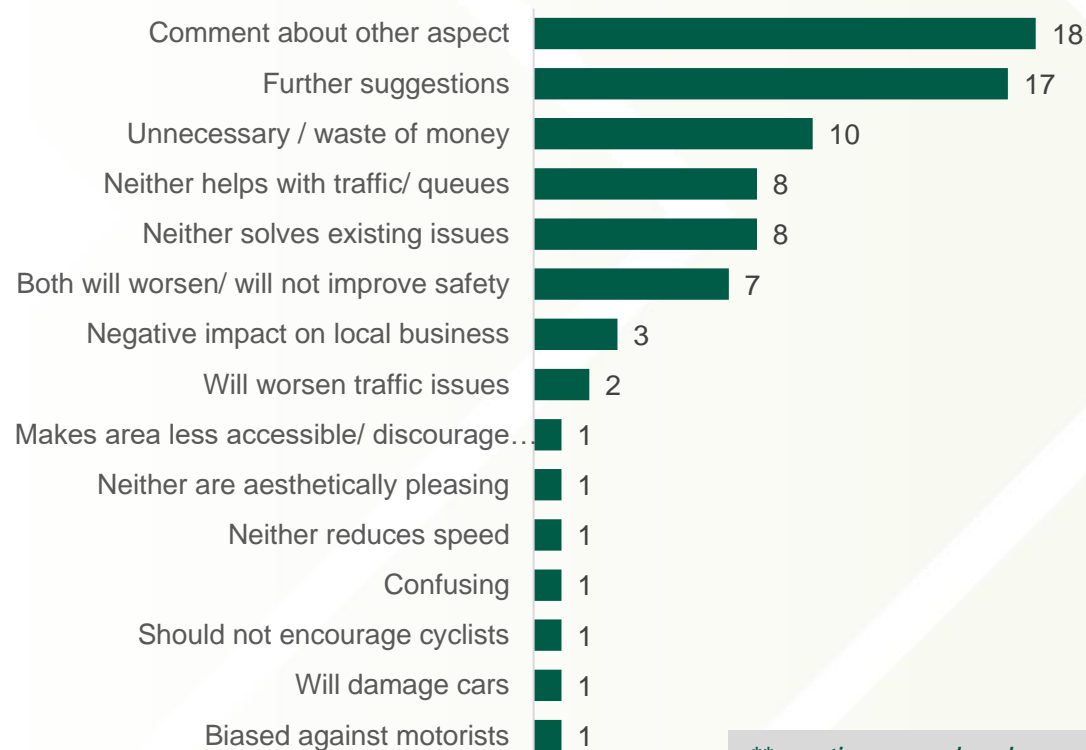
# Reason for junction design preference (1)

Those who had no design preference or preferred neither option most frequently mentioned other aspects of the Liss Central Plaza proposals, most notably issues related to the removal of parking in the area.

Reasons for having no preference (n=15)\*\*



Reasons for preferring neither option (n=48)\*\*

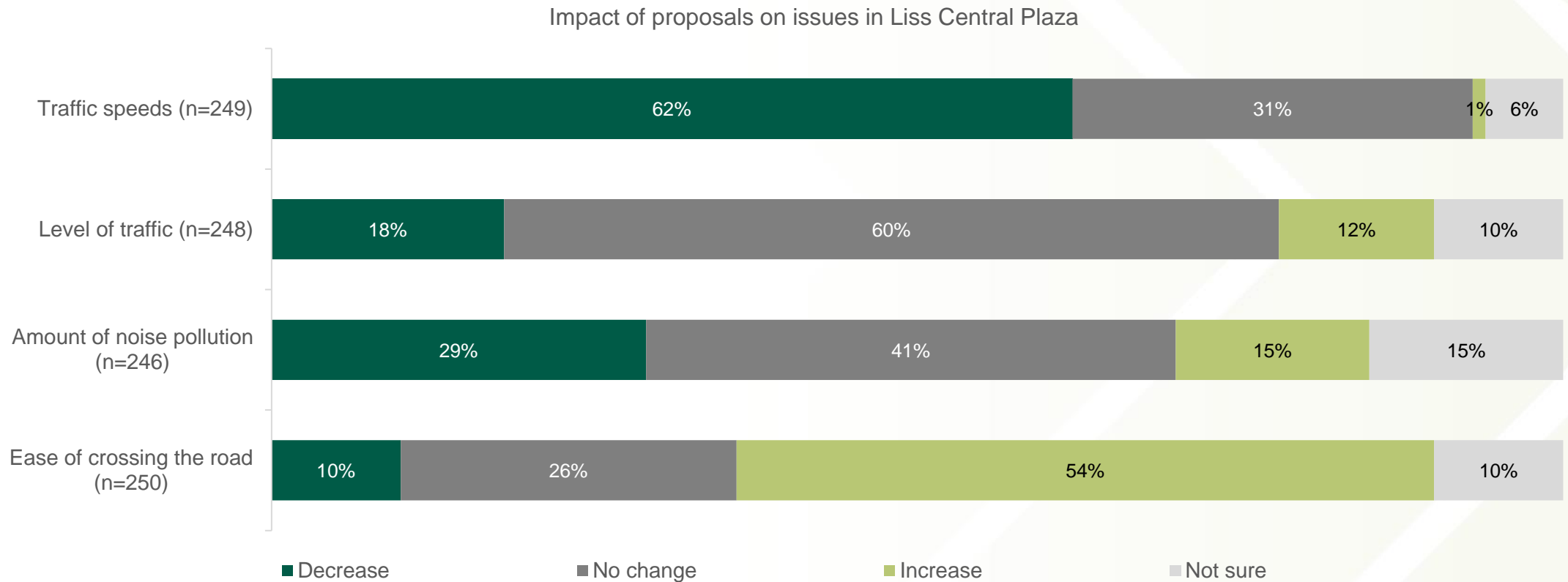


\*\* caution: very low base

Please explain your answer below.

# Impact of proposals on issues

Almost two thirds (62%) of respondents felt the proposals would decrease traffic speeds in Liss Central Plaza. Just over half (54%) felt the proposals would improve ease of crossing in the area.

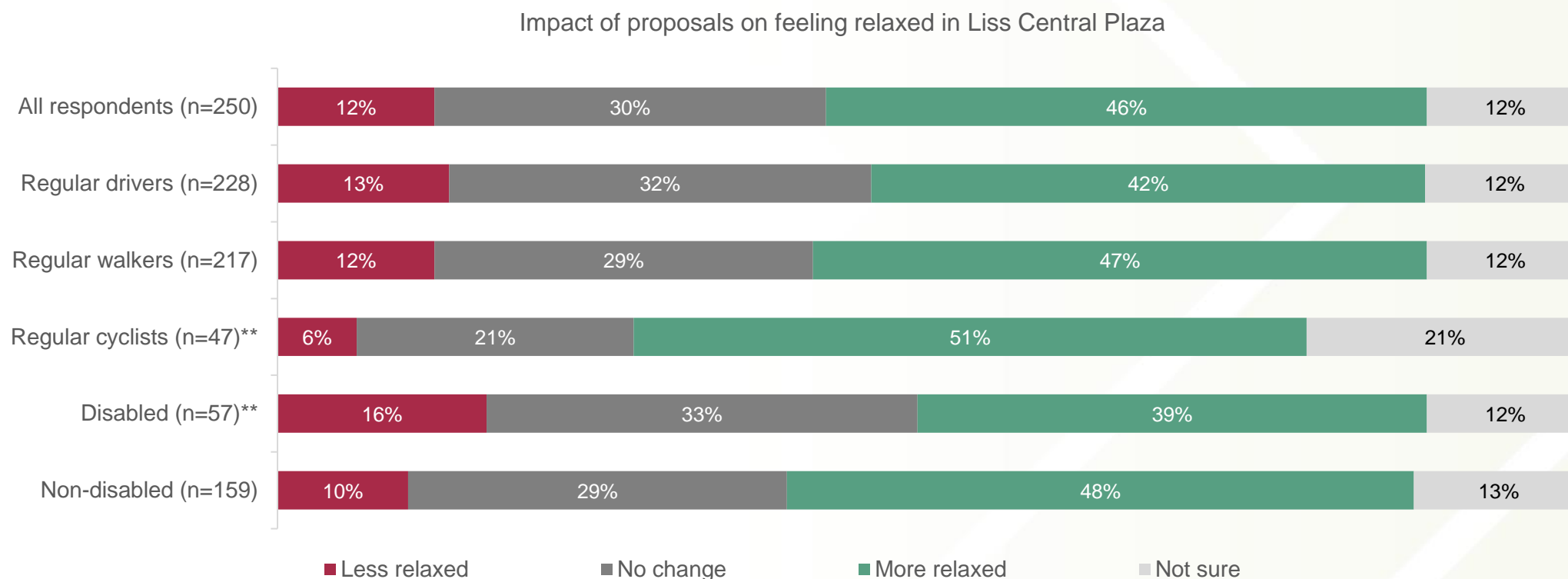


What effect do you think the above proposals would have on the following issues in the area:



# Impact of proposals on feeling relaxed

Almost half (46%) of respondents felt the proposals would make them feel more relaxed when spending time in Liss Central Plaza. Cyclists were slightly more likely to feel relaxed as a result of the changes compared to the overall average.

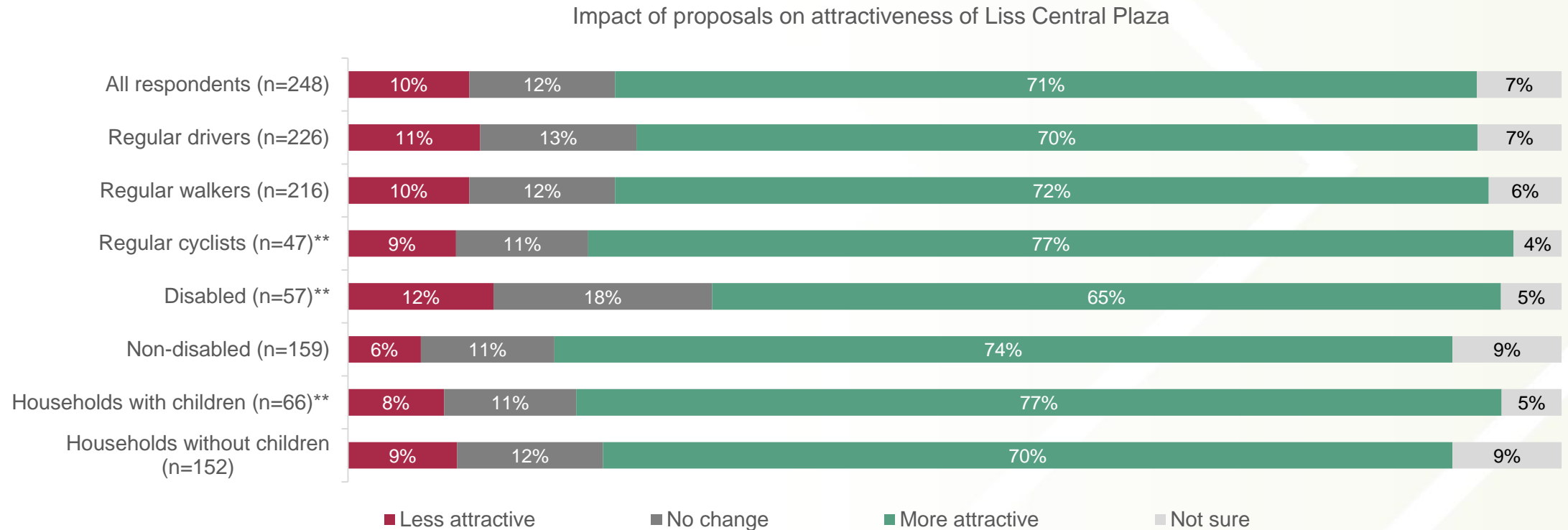


Would the proposal make you feel more or less relaxed when spending time in this area?

\*\* caution: very low base

# Impact of proposals on attractiveness

The majority of respondents (71%) thought the proposals would make Liss Central Plaza more attractive. Households with children and those who cycled regularly had higher levels of agreement compared to the overall average, whilst disabled people had lower levels of agreement.

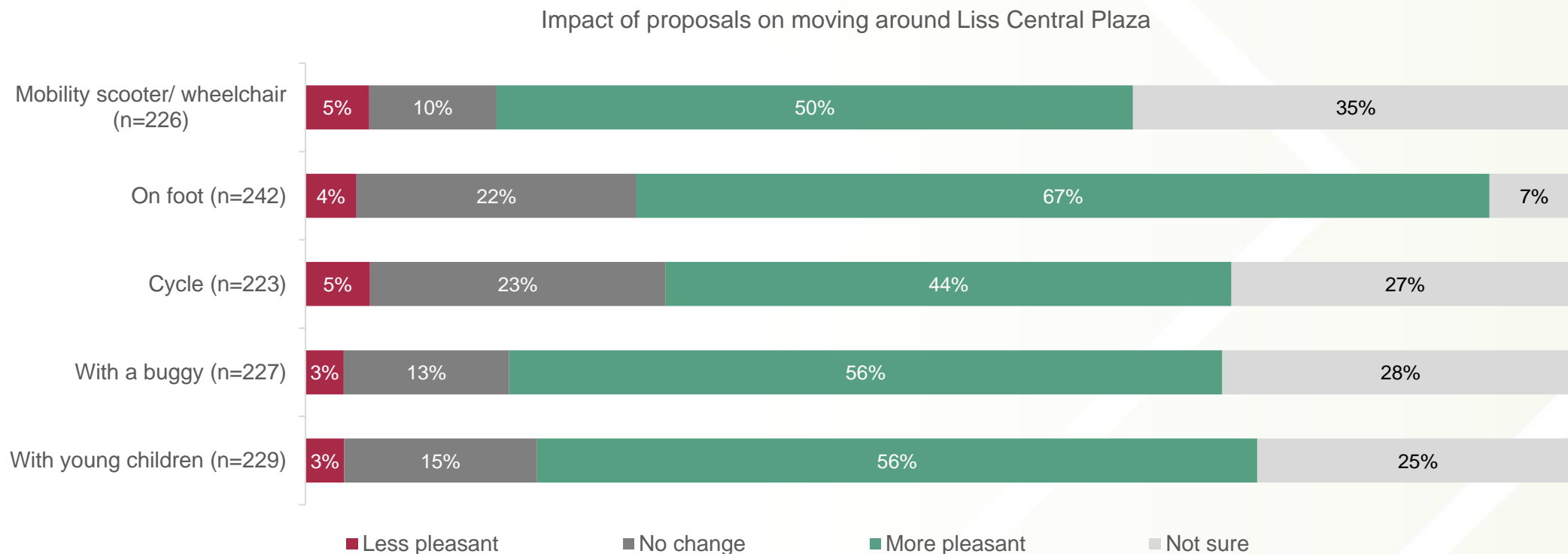


Would the proposal make the location more or less visually appealing?

\*\* caution: very low base

# Impact of proposals on moving around

Two thirds of respondents (67%) felt the proposals would make it more pleasant to move around Liss Central Plaza on foot. Over half (56%) felt it would be more pleasant for those moving around with a buggy or with young children.

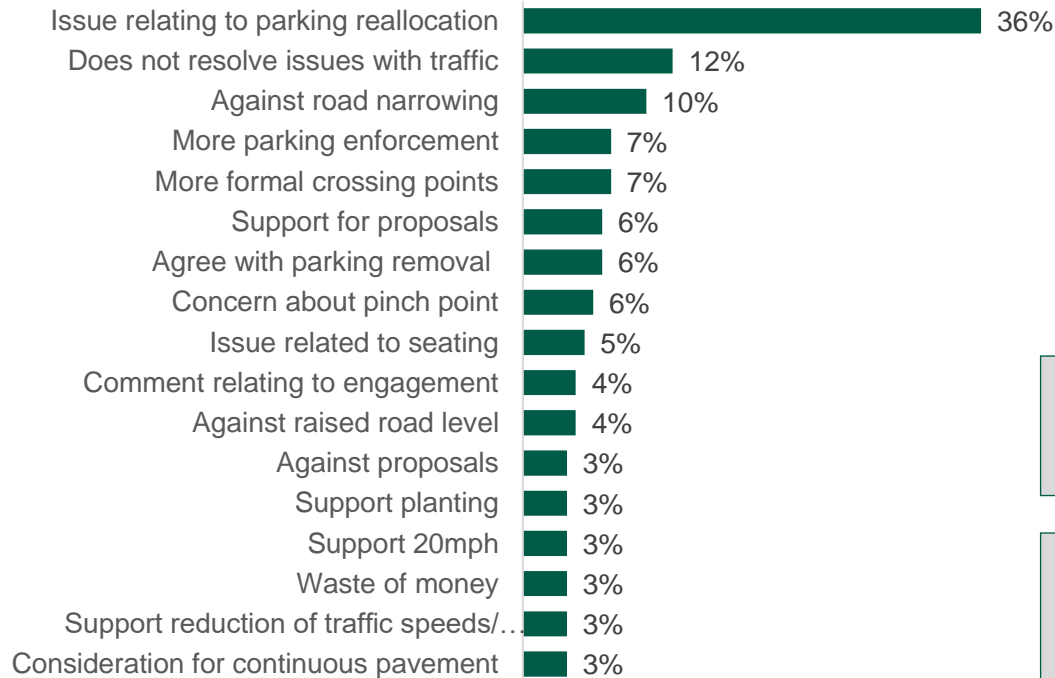


Would the proposal make it more or less pleasant to move around the area in the following ways?

# Further comments

When given the opportunity to provide further comments on the proposals for Liss Central Plaza, respondents most frequently mentioned issues relating to parking reallocation. Specifically, many felt the proposed relocation of disabled bays was too far from the shops in the village centre.

Further comments on Liss Central Plaza (n=145)



*“Do not agree with losing parking in front of Tesco, especially for people with mobility problems.” (Female, aged 65-74, frequent driver and walker)*

*“The volume of traffic through the village will be unchanged by my understanding of the proposals. The level crossing at the station is closed for a considerable amount of time and contributes hugely to the congestion in the village . This must be addressed to stop the village being choked by stationary traffic.” (Male, aged 65-74, frequent walker and driver)*

*“Road narrowing in a village that has no alternate route for residents will move the problem of speeding to slower and queued up traffic. One of your points is about reducing noise and pollution, yet road narrowing will cause vehicles to slow down and speed up so this is contradicting.” (Male, aged 25-34, frequent walker and driver)*

*“I am unsure about pedestrians crossing the roads. A reduction in speed should make things safer but there is no designated crossing place, which is especially important for children and the elderly.” (Female, aged 75-84, frequent walker and driver)*

If you have any further comments on the proposals for Liss Central Plaza, please explain these below. [Quantified verbatim question]

Top 12 themes shown

# Feedback from the pop-up event

## **B1: Re-designed roundabout (either option 1 or 2)**

Preference for option two, the roundabout design (6 mentions)  
Centre of the roundabout could be used for additional planting (2 mentions)

## **B3: Raised road closer to the footway**

Concern drivers would be more likely to park on the pavement if the road was raised to the same height (1 mention)

## **B4: New seating space (x6)**

Disagree with positioning of seating (2 mentions)  
Need CCTV (2 mentions)

## **B5: New trees (x6)**

Support tree planting (2 mentions)  
Concerns about the impact of fallen leaves and bird droppings (1 mention)  
Question whether land is owned by Council/ whether tree roots would damage utility cables (1 mention)

## **B2: New informal crossing**

Formalise crossings to improve safety (3 mentions)  
The crossing by The Whistle Stop pub may be unsafe due to blind spots caused by delivery vehicle (1 mention)  
Question about where cars currently parked at this location would park instead (1 mention)  
Concern about cars which park by the proposed crossing outside Tesco (1 mention)

## **B7: Existing parking bays to be removed and pavement to be extended**

Against removal of parking outside Tesco (10 mentions)  
Support for removal of parking if disabled parking is retained (1 mention)  
Deter parking on the corner outside Tesco (1 mention)  
Agreed with the extension, however, concern this may encourage people to park on the pavement (1 mention)

## **B8: Carriageway to be resurfaced in contrasting colour**

Remove the road markings along Station Road to help the environment feel semi-pedestrianised (1 mention)

## **B12: Cycle parking sheds (x5)**

Need CCTV (1 mention)

## **B9: Road surface changes to prioritise pedestrians**

Concern that pedestrians may not be aware of potential cars exiting Limes Close, road markings on pavement needed (1 mention)

## **B13: Reallocated disabled bays**

Disagree with reallocation (29 mentions)  
Current parking bays outside Tesco should be retained for disabled and parent and child only (11 mentions)  
New location was too far from local shops (10 mentions)  
Need more enforcement for disabled parking (4 mentions)  
Disabled parking should be retained and switched to diagonal bays (1 mention)  
Junction should be widened to allow easier access to the current spaces (1 mention)

## **B14: Existing on-street parking in front of the village hall to be removed**

Disagree with removal (12 mentions)  
Will encourage illegal parking/ need enforcement (2 mentions)  
On-street parking encourages lower traffic speeds (1 mention)  
Need more signage to advise drivers where they are able to park (1 mention)  
Switch parking to diagonal bays (1 mention)

## **B10: Continuous footway (pavement)**

Concern about how continuous footways work, such as whether drivers were allowed to stop in this area when checking for oncoming traffic (2 mentions)

## **B11: Road narrowing to make it easier to cross for those walking and wheeling and reduce traffic speeds**

Disagree with narrowing the road (6 mentions)  
Pedestrian crossing was useful (2 mentions)  
Crossing should be formalised (1 mention)

# Feedback from the pop-up event (1)

## General comments

Individual comments referenced the following sentiments:

- Plans are not beneficial to village centre
- Current issue with vehicles parking illegally outside the Whistle Stop pub causing obstruction
- Concern about how vehicles would deliver to The Whistle Stop pub and other shops along Station Road
- Counter-intuitive to remove parking (as this will increase traffic speeds) then add traffic calming
- Need to reduce parking along Station Road to ease queues when level crossing is down
- Dislike the name 'Liss Central Plaza'
- Question as to why cycling is being prioritised

## Further suggestions

Multiple comments suggested:

- More formalised crossings within the village centre (8 mentions)
- Changes to car park charging on Station Road (restrictions for shorter hours and cheaper rate) (3 mentions)
- Add more planting, specifically in the middle of the proposed roundabout design (2 mentions)
- Enforce parking restrictions (specifically on yellow lines) (2 mentions)

Individual comments suggested:

- Add toilets within village centre
- Add electric charging point
- More rubbish bins
- Add drinking water station
- Make a feature of Shipwrights Way link
- Build bypass route through New Collard Park
- Pedestrianise Station Road
- Reduce amount of time gates are closed at level crossing
- Create village green (at Whistle Stop pub)
- Build bypass route through New Collard Park

# Section 3: **Memorial Gardens**

# Liss Memorial Green– scheme design

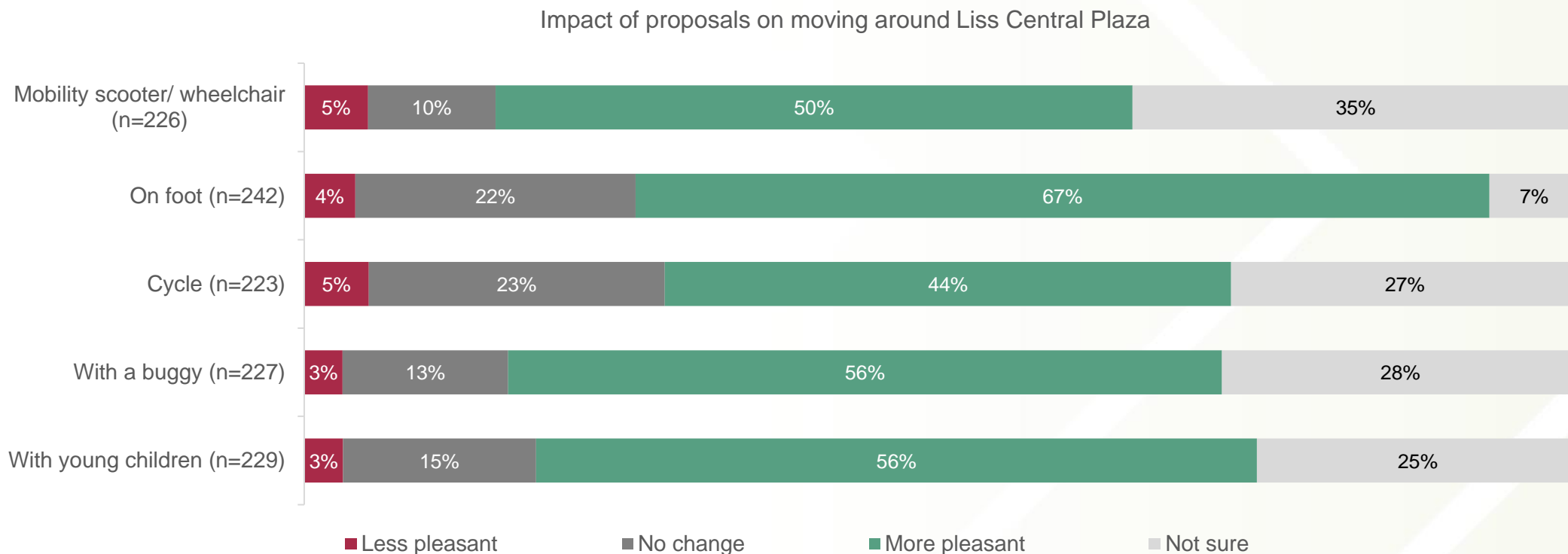
Key	Design element
C1	Gateway feature with road narrowing to show start of village centre
C2	New road narrowing with informal crossing points
C3	Formalised space for resting and relaxing
C4	Existing parking spaces to be retained
C5	Two new trees and formal hedging
C6	Reduce the width of Teacher's Terrace entrance/junction to reduce vehicle speed
C7	Proposed continuous footway (pavement)
C8	Four cycle stands
C9	Potential access gate to the Memorial Garden
C10	New raised road surface area with new type of surface. Ties in with the crossing points at each end
C11	Green spaces to be landscaped with additional trees and benches
C12	Continuous footway (pavement to give people walking and wheeling priority)





# Impact of proposals on moving around

Two thirds of respondents (67%) felt the proposals would make it more pleasant to move around Liss Central Plaza on foot. Over half (56%) felt it would be more pleasant for those moving around with a buggy or with young children.

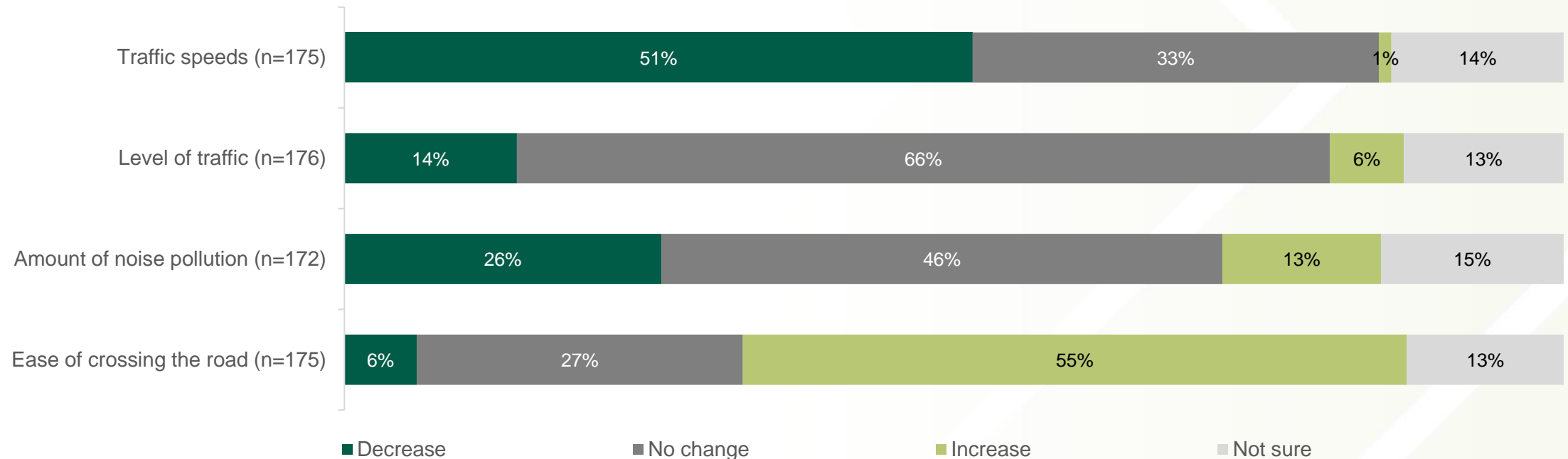


Would the proposal make it more or less pleasant to move around the area in the following ways?

# Impact of proposals on issues

Around half of respondents felt the proposals would improve the ease of crossing (55%) and reduce traffic speeds in the area (51%). Two thirds (66%) felt there would be no change towards the level of traffic and there was no strong feeling about the impact on the levels of noise pollution in the area.

Impact of proposals on issues in Memorial Gardens

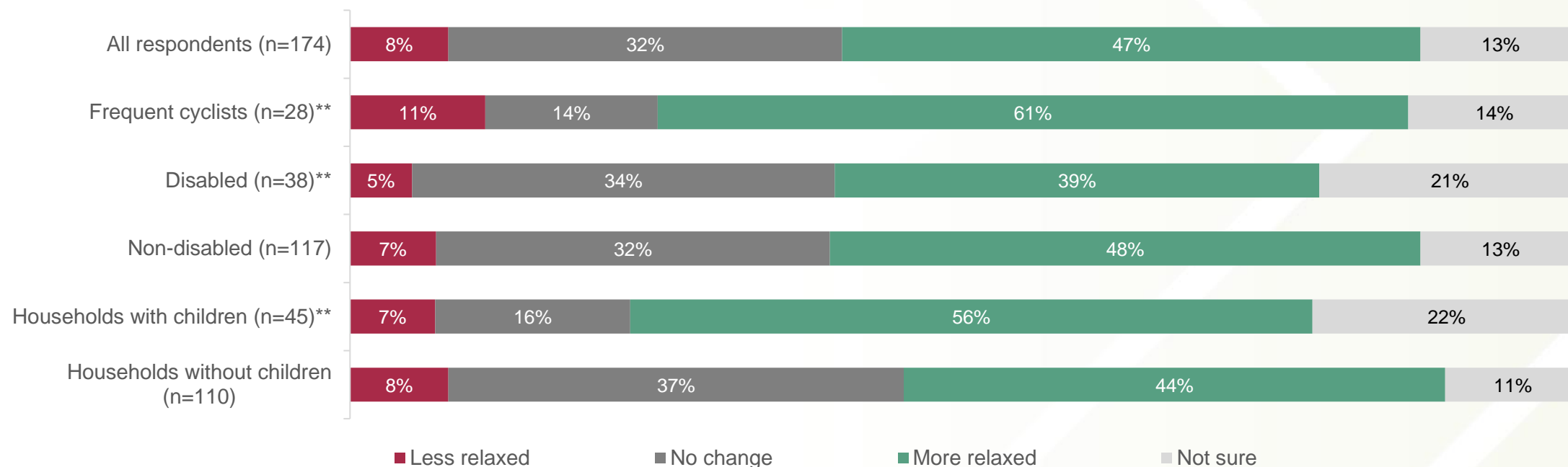


What effect do you think the above proposals would have on the following issues in the area:

# Impact of proposals on feeling relaxed

Around half (47%) of all respondents felt the proposals would make them feel more relaxed when spending time in the area. Frequent cyclists (61%) and households with children (56%) had higher levels of agreement with this.

Impact of proposals on feeling relaxed in Memorial Gardens

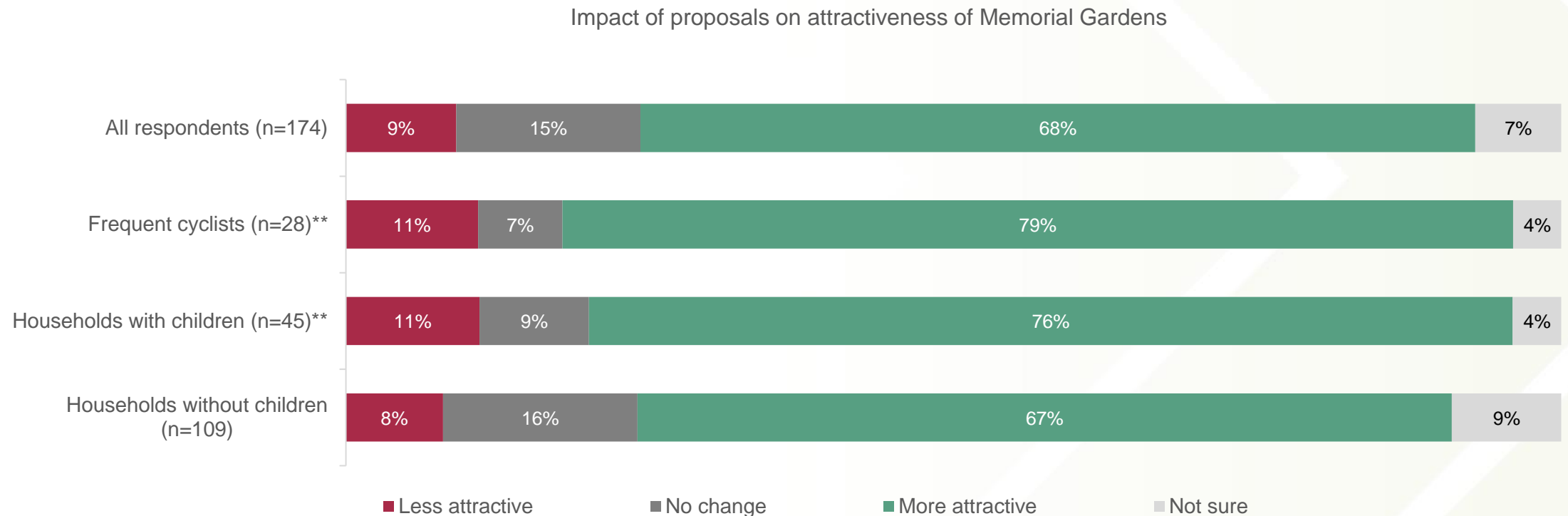


Would the proposal make you feel more or less relaxed when spending time in this area?

\*\* caution: very low base

# Impact of proposals on attractiveness

Over two thirds of respondents (68%) felt the proposals would make the area more attractive, with frequent cyclists (79%) and households with children (67%) having higher levels of agreement with this compared to the overall average.



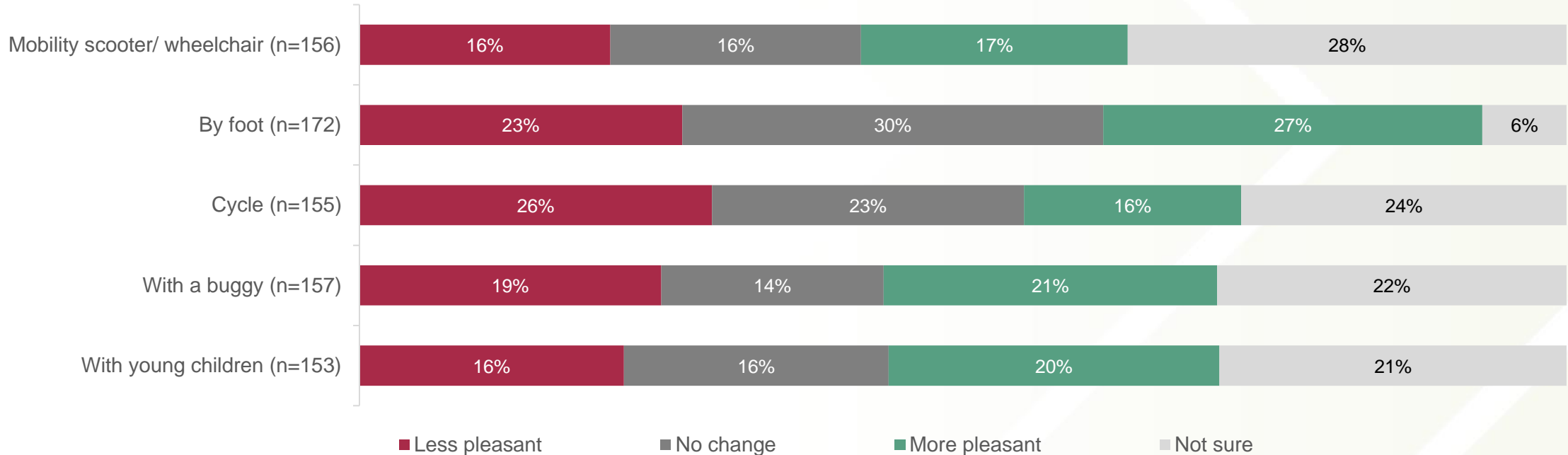
Would the proposal make the location more or less visually appealing?

\*\* caution: very low base

# Impact of proposals on moving around

There was no strong feeling about the impact the proposals would have on moving around the area in different ways.

Impact of proposals on moving around Memorial Gardens

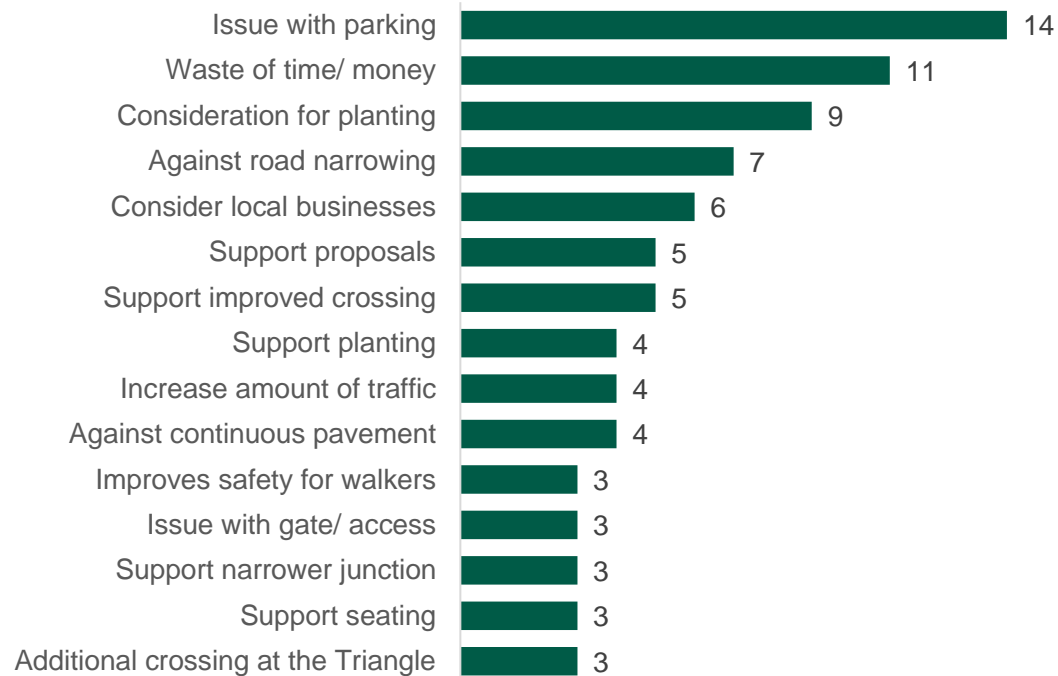


Would the proposal make it more or less pleasant to move around the area in the following ways?

# Further comments

When given the opportunity to provide further comments on the proposals for Memorial Gardens, respondents most frequently mentioned issues relating to limiting/ removing parking in the area, specifically potential negative implications for local businesses.

Further comments on Memorial Gardens (n=76)\*



*“There is a need for parking near the stores near memorial green as otherwise people will be less likely to shop these even less than they do at present. As someone who uses one of these stores regularly it is unfortunate that the stores here feel disconnected from the rest of the village stores.” (Female, aged 45-54, frequent walker and driver)*

*“If you were aware of the use made of this area you would not want to spend any money in making superficial changes.” (Male, aged 75-84, frequent walker and driver)*

*“The Triangle centre is an attractive building so it would be a shame to lose “sight” of it behind too tall trees.” (Female, aged 55-64, frequent walker and driver)*

*“I don’t agree with the plan of narrowing the road at the station road/rake road junction as this could lead to further congestion on the main road.” (Local business/ business representatives, frequent walker and driver)*

*\* caution: low base*

Top 12 themes shown

If you have any further comments on the proposals for Memorial Gardens, please explain these below. [Quantified verbatim question]

# Feedback from the pop-up event

## **C1: Gateway feature with road narrowing to show start of village**

Agree with slowing traffic (1 mention)

## **C2: New road narrowing with informal crossing points**

Agree with crossing points, however, felt narrowing would cause more congestion (1 mention)  
Road narrowing near The Triangle Centre unnecessary as traffic will already be slowed from the gateway feature (1 mention)

## **C8: Cycle stands (x4)**

Concern this may disturb existing flower beds (2 mentions)  
Stands should be relocated to The Triangle Centre car park (1 mention)

## **C3: Formalised space for resting and relaxing**

Agree with design (1 mention)  
Enclosed area should be symmetrical with the memorial (1 mention)  
Formalised area should include The Triangle Centre (1 mention)  
Location of the benches was unappealing to stop and rest due to the amount of traffic in the area (1 mention)

## **C5: New trees (x2) and formal hedging**

Trees may reduce visibility of pedestrians for drivers as well as views of The Triangle Centre generally (2 mentions)  
Planting new trees is unnecessary (1 mention)  
Agree with planting (1 mention)  
Suggested planting smaller trees (1 mention)  
Question regarding who would be responsible for maintaining the hedging (1 mention)

## **C10: New raised road surface area with new type of surface**

Surfacing should be extended to The Larder (1 mention)

## **C6: Reduce the width of Teacher's Terrace entrance/ junction to reduce vehicle speed**

Disagree with narrowing the (1 mention)  
Island should be added at the junction to stop vehicles from cutting across it (1 mention)  
Add stop sign to the junction (1 mention)

## **C11: Green spaces to be landscaped with additional trees and benches**

Rotate benches to face each other (1 mention)  
Additional trees would block views and cause dangerous paths and blocked drains due to falling leaves (1 mention)

## **C7: Proposed continuous footway**

Widen pavement to allow outside seating for the independent businesses in this area (1 mention)

## **General comments**

Individual comments referenced the following sentiments:

- The War Memorial area should be enhanced and maintained
- Agreement with the concept for this area
- Disabled parking is needed by The Triangle Centre
- Question regarding placement of yearly Christmas tree
- Question regarding retention of existing trees

## **Further suggestions**

Multiple comments suggested:

- Restricting parking along Rake Road near The Triangle Centre (3 mentions)

Individual comments suggested:

- Signposting to existing nearby public toilets
- A direct footpath to The Triangle Centre

Section 4:  
**Andlers Ash Road/ Hill  
Brow Road Junction**



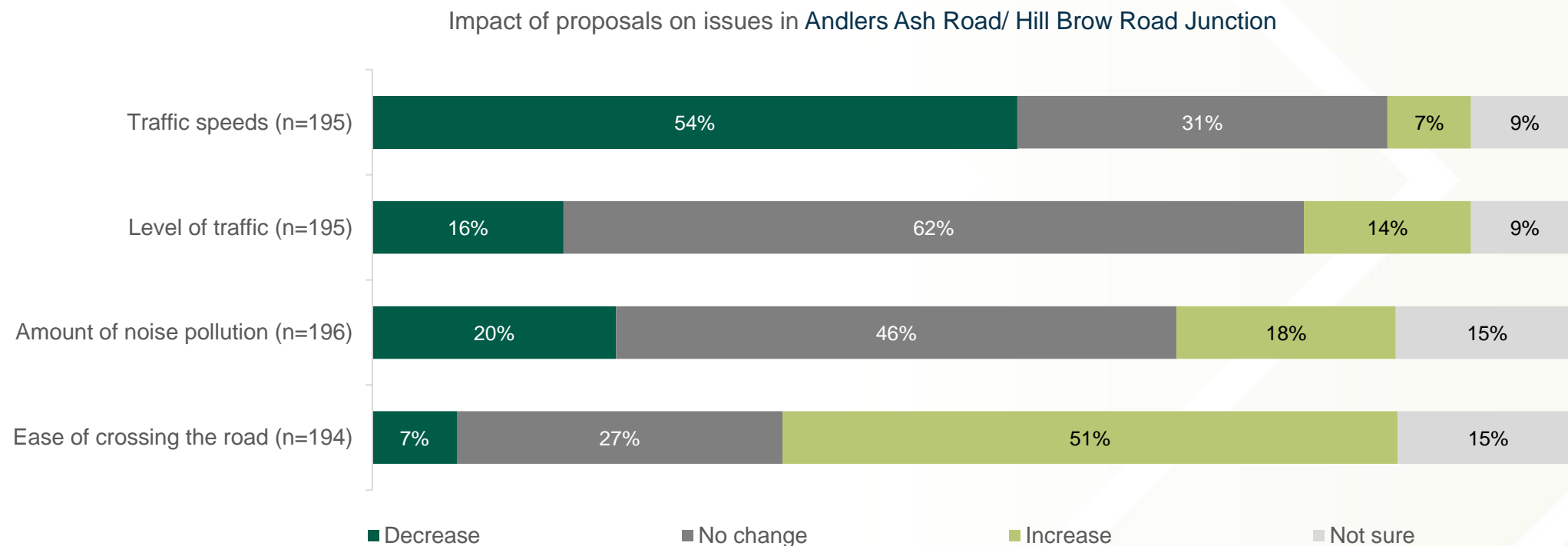
# Andlers Ash/ Hill Brow Road – scheme design

Key	Design element
D1	The width of junction to be reduced and provide a continuous footway (pavement)
D2	On-street parking spaces (x3) in front of the Village Hall to be removed to support lorry turning from Hillbrow House/ Linden Drive
E1	Remove the existing informal crossing point
E2	New gateway feature with raised road surface and narrowing to provide a new crossing point
E3	The junction width at Andlers Ash Road to be reduced with additional trees and green area
E4	Additional directional signs leading to A3



# Impact of proposals on issues

Over half of respondents felt the proposals would reduce traffic speeds in the area (54%) and increase the ease of crossing the road (51%).



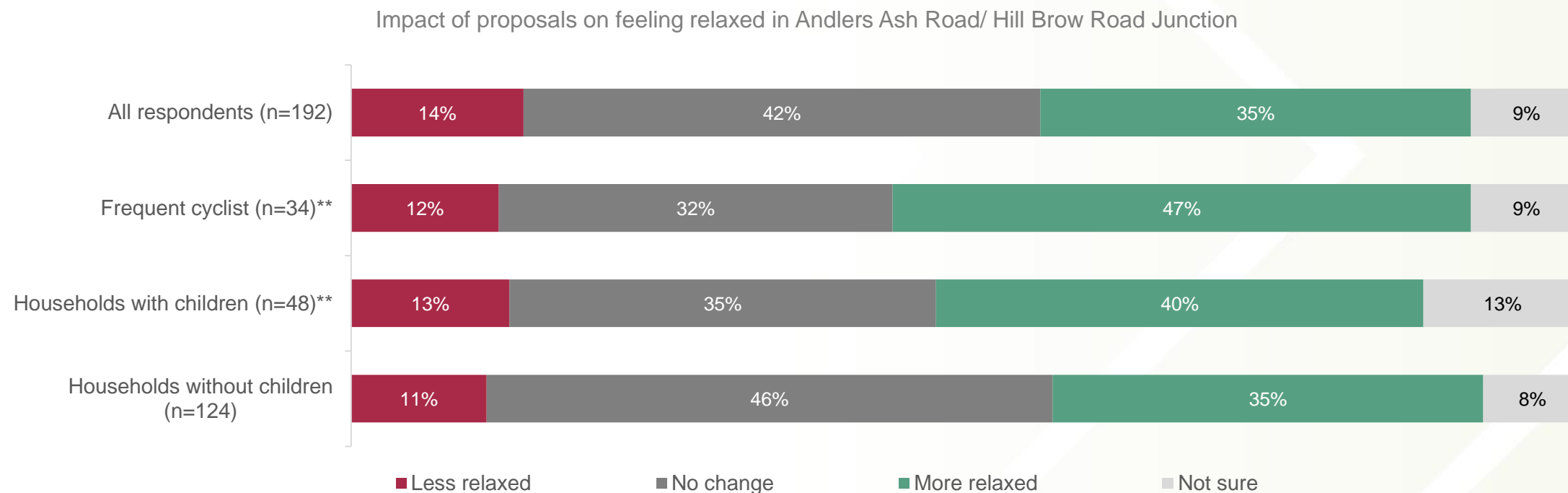
What effect do you think the above proposals would have on the following issues in the area:

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# Impact of proposals on feeling relaxed

Overall, there was no strong feeling as to whether the proposals would make people feel more or less relaxed in the area. Frequent cyclists (47%) and households with children (40%) were more likely to indicate the proposals would make them feel more relaxed compared to the overall average (35%).

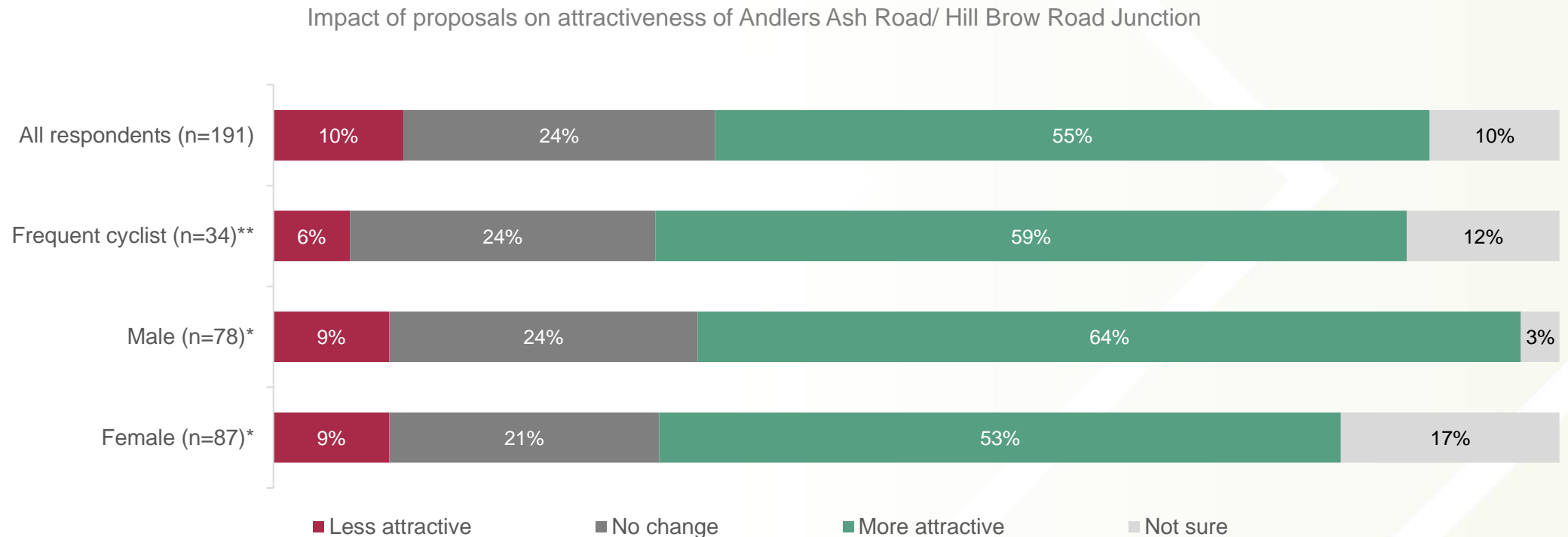


Would the proposal make you feel more or less relaxed when spending time in this area?

\*\* caution: very low base

# Impact of proposals on attractiveness

Over half (55%) of respondents felt the proposals would make the area more attractive. Males (64%) and frequent cyclists (59%) and were more likely to express this compared to the overall average.



Would the proposal make the location more or less visually appealing?

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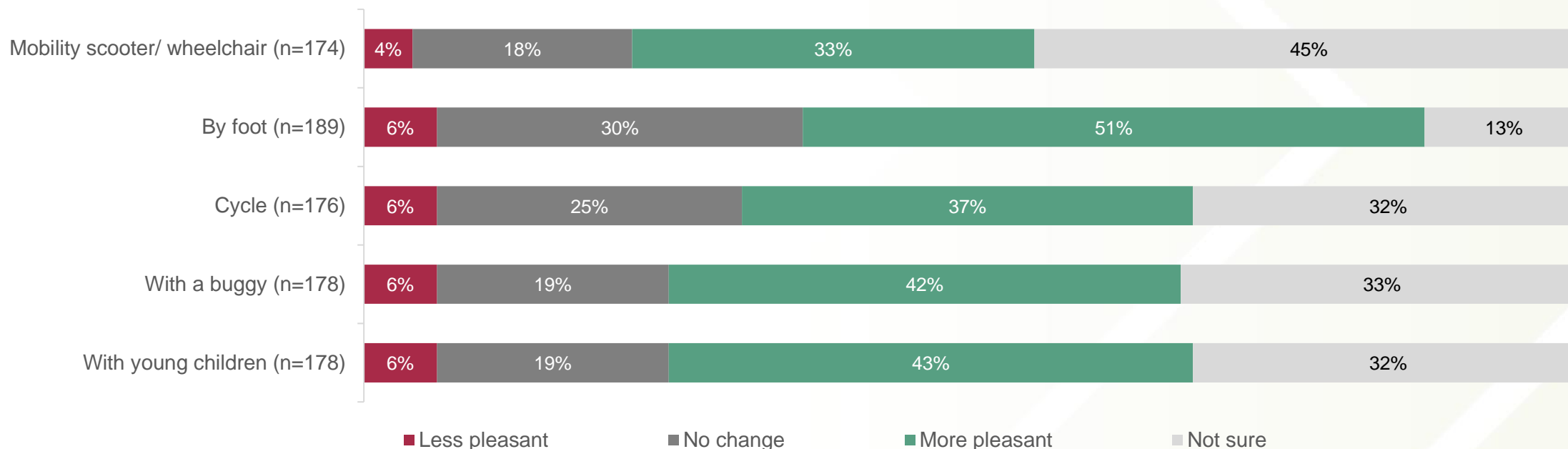
caution: \* low base; \*\* very low base

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# Impact of proposals on moving around

Over half (51%) of respondents felt that the proposals would make travelling through the area on foot more pleasant. Around 4 in 10 felt this would be more pleasant for those travelling with young children (43%) and with a buggy (42%).

Impact of proposals on moving around Andlers Ash Road/ Hill Brow Road Junction

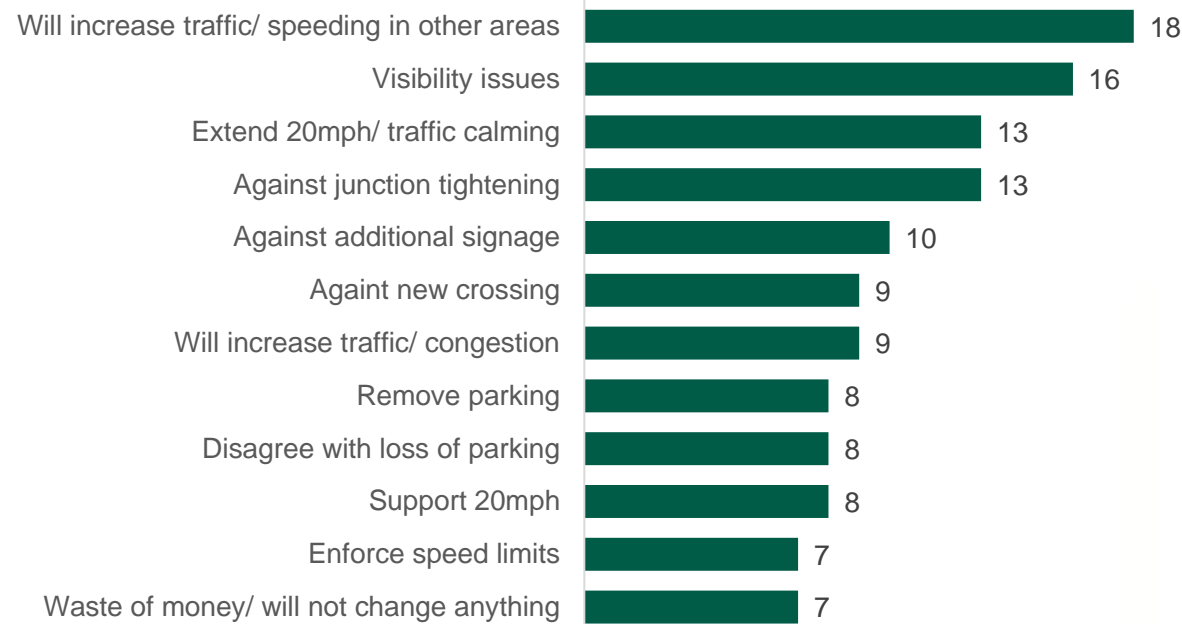


Would the proposal make it more or less pleasant to move around the area in the following ways?

# Further comments

When given the opportunity to provide further comments on the proposals for Andlers Ash Road/ Hill Brow Road Junction, respondents most frequently mentioned that traffic/ speeding would increase in other areas, most notably along Anders Ash Road. Visibility issues were also highlighted, specifically that exiting Andlers Ash Road onto Hill Brow Road would be more difficult due to the proposed new planting obstructing sight lines.

Further comments on Andlers Ash Road/ Hill Brow Road Junction  
(n=111)



*“Increasing traffic flow down Andlers Ash will diminish the quiet enjoyment of those who live there.” (Local business/ business representatives , frequent driver)*

*“Not sure if trees would diminish the sight lines of traffic wishing to turn right into Hill Brow from Andlers Ash Road.” (Male, aged 65-74, frequent walker)*

*“I think the 20mph zone should be extended to the school zone gateway signs on Hill Brow Road - otherwise this is saying traffic can speed up as it gets to the school?” (Aged 35-44, frequent walker)*

*“A reduced junction at Andlers Ash Road will make a left turn more hazardous, especially for large, heavy vehicles.” (Aged 75-84, frequent driver and walker)*

If you have any further comments on the proposals for Andlers Ash Road/ Hill Brow Road Junction, please explain these below. [Quantified verbatim question]

Top 12 themes shown

# Feedback from the pop-up event

## **D1: Reduce width of junction and provide a continuous footway**

May cause congestion (2 mentions)  
Question whether vehicles would be able to drive across raised entrances (1 mention)

## **E2: New gateway feature with raised road surface and narrowing to provide a new crossing point**

Raising the road surface will worsen flooding (3 mentions)  
Pinch point may increase traffic, noise and pollution (1 mention)  
Raised table should include the junction between Hillbrow Road and Anders Ash Road (1 mention)

## **D2: On-street parking spaces to be removed**

Businesses benefit from parking, need better enforcement for disabled bays instead (1 mention)  
Parking slows vehicles (1 mention)  
May make the Hill Brow Road car park busier and therefore the junction should not be narrowed (as per D1) (1 mention)

## **General comments**

Multiple comments mentions:

- Overgrown vegetation narrows pavement along Anders Ash Road (2 mentions)

Individual comments referenced:

- Hill Brow Road should be seen as part of the village centre and is currently dangerous for children to walk to/ from
- The designs risk increasing heavy vehicle traffic up Hill Brow Road past the schools and pedestrians

## **E1: Remove the existing informal crossing point**

Agree if another crossing is added around Tesco in Liss Central Plaza (1 mention)

## **E3: The junction width at Andlers Ash Road to be reduced with additional trees and green area**

Disagree with design (1 mention)

## **E4: Additional directional signs**

Disagree with the signage (2 mentions)  
Agree with signage (1 mention)  
Add directions to Portsmouth (1 mention)

## **Further suggestions**

Multiple comments suggested:

- Traffic calming along Andlers Ash Road (6 mentions) One comment disagreed with this
- Traffic calming measures along Hill Brow Road (2 mentions)
- Add mini-roundabout at junction (2 mentions)
- Add central reservation to Andlers Ash Road junction to stop vehicles cutting across junction (2 mentions)
- Add more laybys or double yellow lines to Andlers Ash to help with dangerous parking, particularly near crossing (2 mentions)

Individual comments suggested:

- Join up design work with Ander Ash Road if more traffic is being directed down it
- Hill Brow Road needs traffic calming measures

- The schools along Hill Brow Road should be included in the proposals
- Replace lollipop person for school crossings at Hill Brow Road/ Andlers Ash
- Formalise crossings or add signs stating pedestrian right of way
- Need additional crossing near to surgery
- Conduct a traffic flow survey at Hill Brow Road and Andlers Ash junction
- Give way sign should be added on Hill Brow Road at junction
- Add cyclist dismount sign
- Pinch points needed on Andlers Ash Road as it is currently dangerous for cyclists
- Address current problems first before altering junction

20mph zone



# Feedback from the pop-up event

## General comments

Multiple comments referred to:

- A need for enforcement of reduced speed limits (for example, speed bumps) (3 mentions)
- General support for 20mph in village (2 mentions)

Individual comments referenced:

- Against speed bumps as they are unattractive and cause damage to vehicles

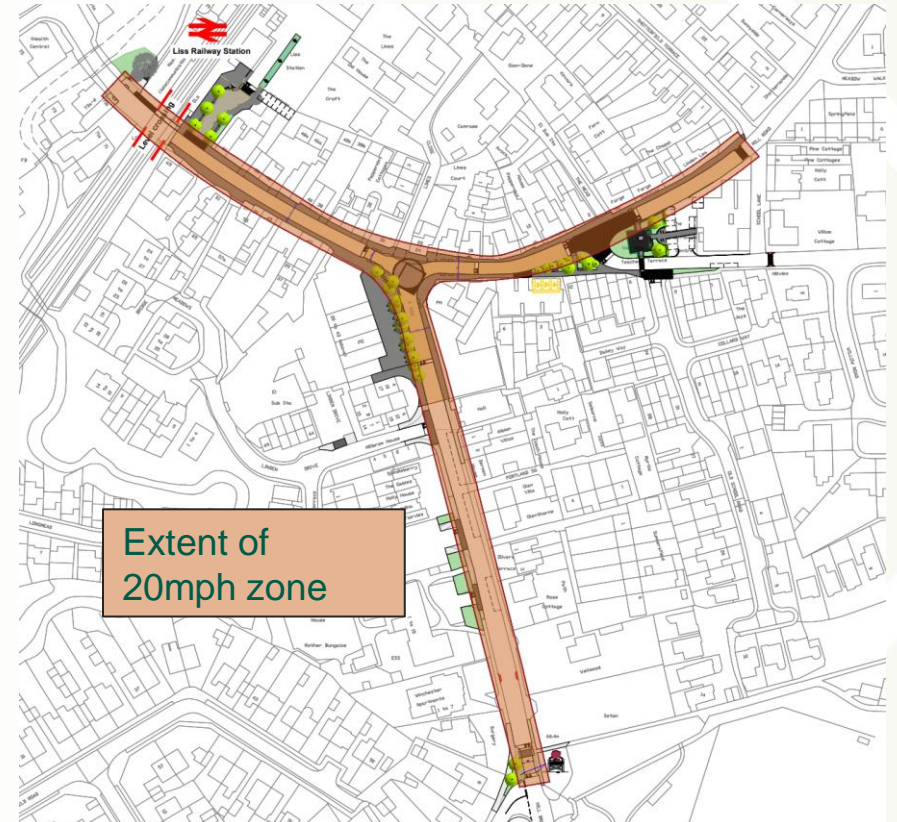
## Further suggestions

Multiple comments felt the 20mph zone should be extended:

- Southerly to include Hill Brow Road (up to Liss Junior school) (9 mentions)
- South-westerly to include Andlers Ash Road (including Barnside Way) (7 mentions)
- North-easterly to include Mill Road (particularly to include First Steps Day Nursery & Preschool) (3 mentions)
- Easterly beyond Oval and Rake Road (3 mentions)

Individual comments mentioned the 20mph zone should be extended:

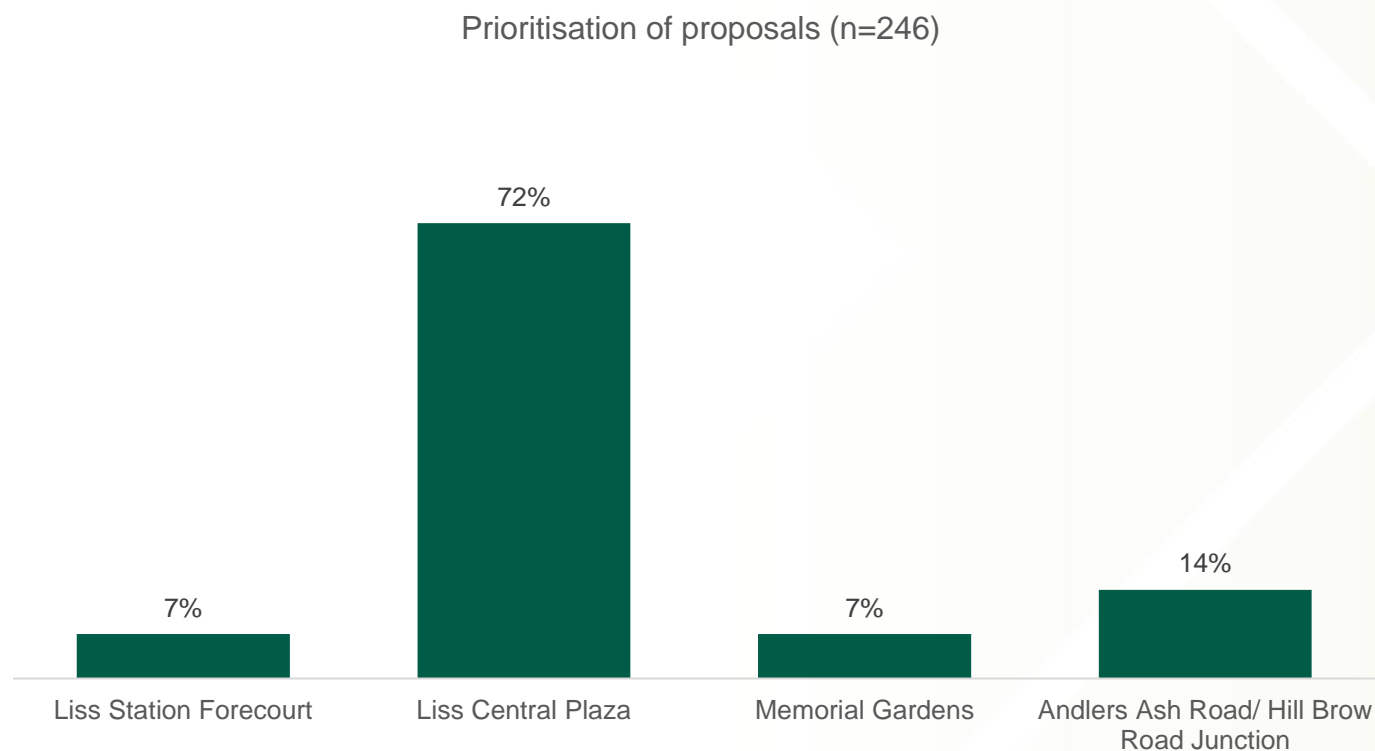
- Northerly to Fareham Road junction
- Easterly to include Teachers Terrace to School Lane intersection



# Overall proposals

# Prioritisation of proposals

Out of the four proposals, the majority of respondents (72%) felt Liss Central Plaza should be the highest priority for funding.



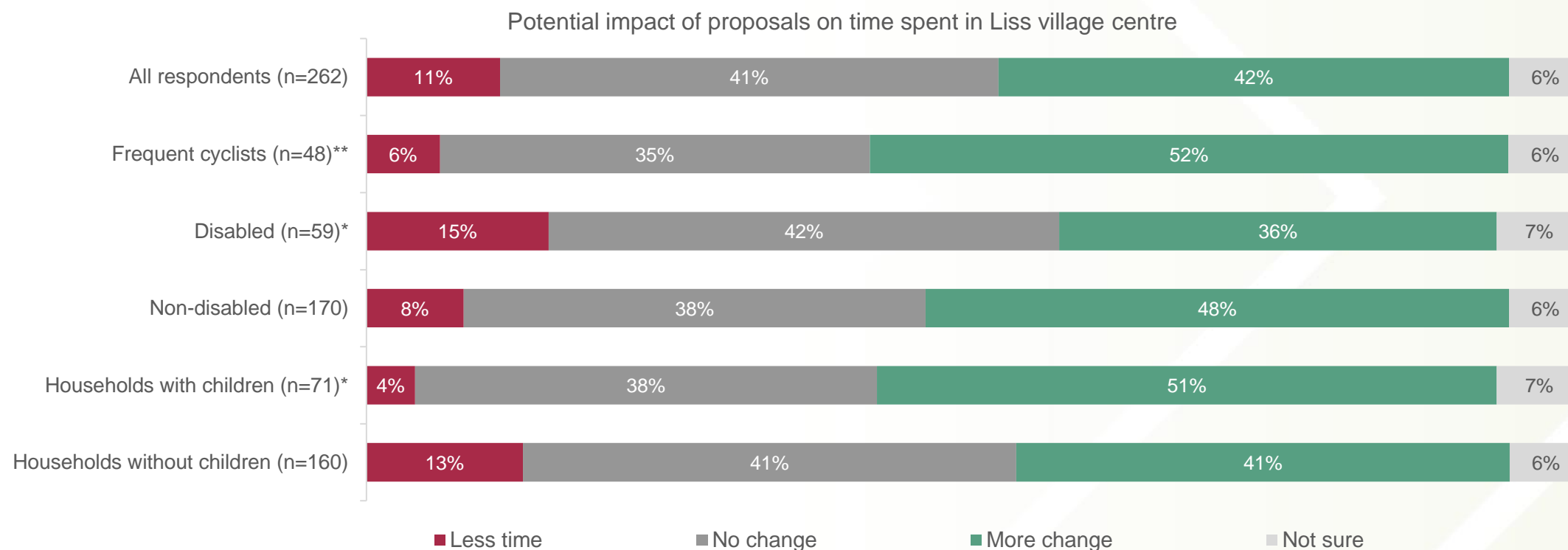
*Thinking about the four proposals, which do you believe is the highest priority for Liss village centre?*

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# Impact on time spent in Liss village centre

Around 4 in 10 (42%) would be encouraged to spend more time in Liss village centre as a result of the proposals. Frequent cyclists and households with children were most likely to be encouraged to do so.



Thinking of all of the proposals together, would they encourage you to spend more or less time in Liss village centre?

caution: \* low base \*\* very low base

# Impact on time spent in Liss village centre (1)

11% of respondents felt the proposals would reduce the time they spent in the village centre - most often because changes to parking would reduce access to local shops. 41% of respondents felt their visit frequency would not vary, mainly because the changes were seen as minimal, and their visits are usually for a specific purpose.

Reason for spending less time spent in Liss village centre (n=27)\*\*



Reason for no change in time spent in Liss village centre (n=81)\*



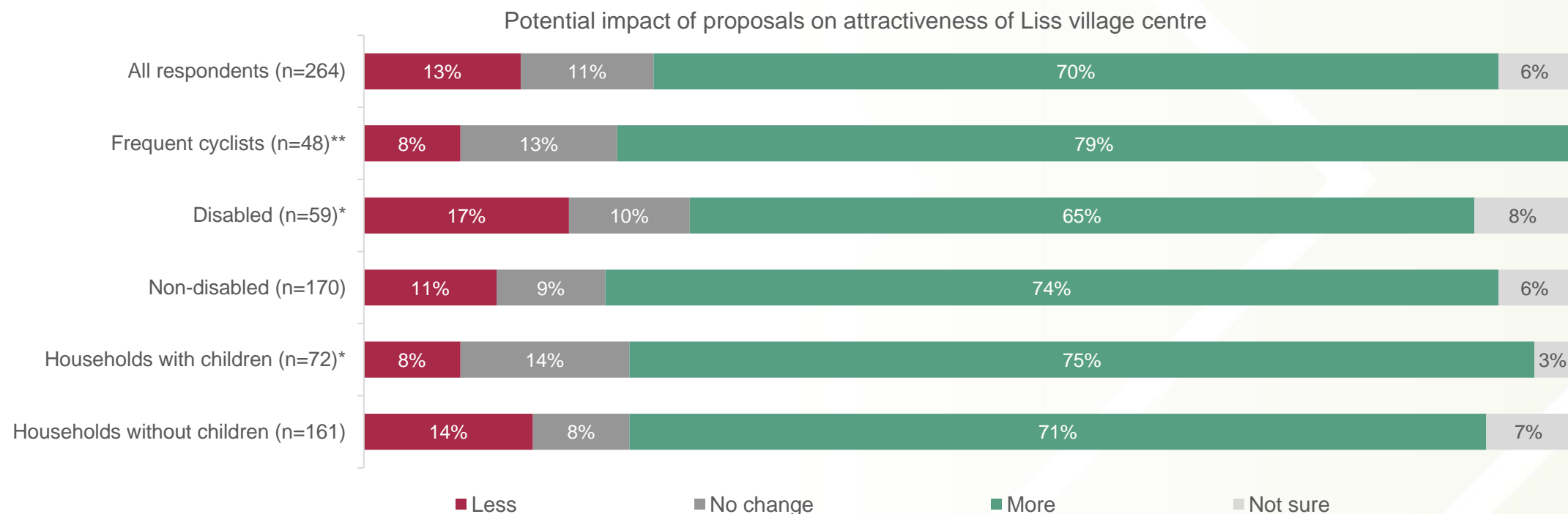
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Themes with more than one mention shown

Please explain your answer below. (Those that answered 'Less time' or 'No change'). [Quantified verbatim question]

# Impact on attractiveness of Liss village centre

7 in 10 (70%) felt the proposals would make the village centre more attractive. Frequent cyclists and households with children were more likely to indicate this compared to the overall average.



Thinking of all of the proposals together, would they make Liss village centre a more or less attractive place to spend time in?

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caution: \* low base \*\* very low base

June 2024

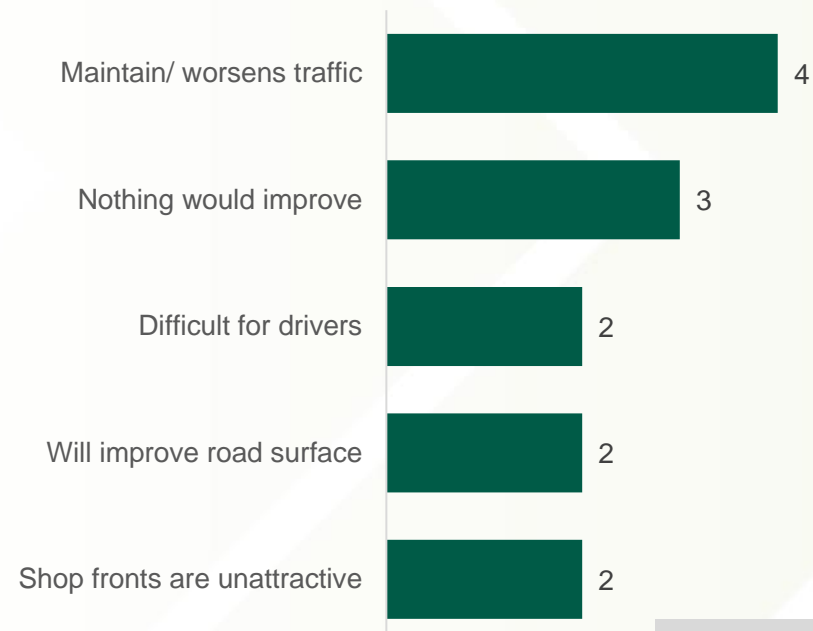
# Impact on attractiveness of Liss village centre (1)

When asked why the proposals would not change or would lessen the attractiveness of the village centre, respondents most commonly mentioned issues relating to parking, such as a decrease in the amount of people visiting the area, as well as an increase in traffic/ congestion.

Reason for Liss village centre being less attractive as a result of proposals (n=27)\*\*



Reason for no change in attractiveness of Liss village centre as a result of proposals (n=19)\*\*



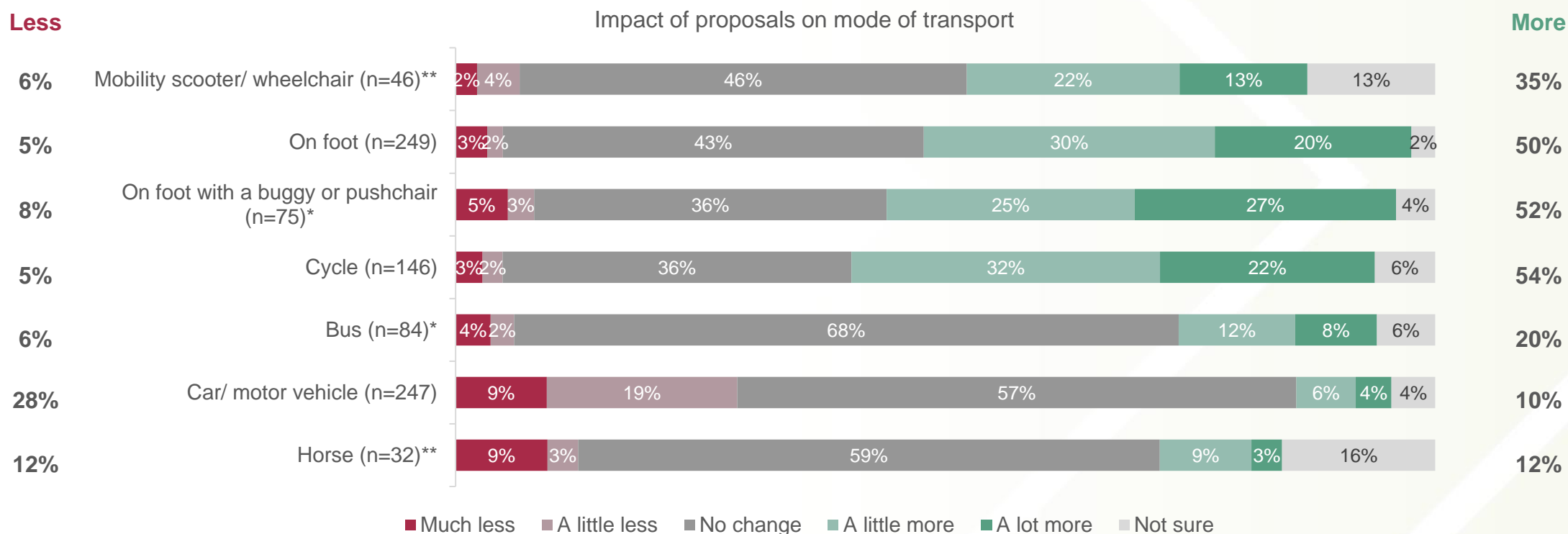
caution: \*\* very low base

Themes with more than one mention shown

Please explain your answer below. (Those that answered 'Less' or 'No change'). [Quantified verbatim question]

# Impact of proposals on mode of transport

Around half of those who cycle, walk alone/ with a buggy or pushchair would be encouraged to do so more if the proposals were implemented (54%, 50% and 52% respectively). Around 3 in 10 (28%) of drivers would be encouraged to travel less by this mode.



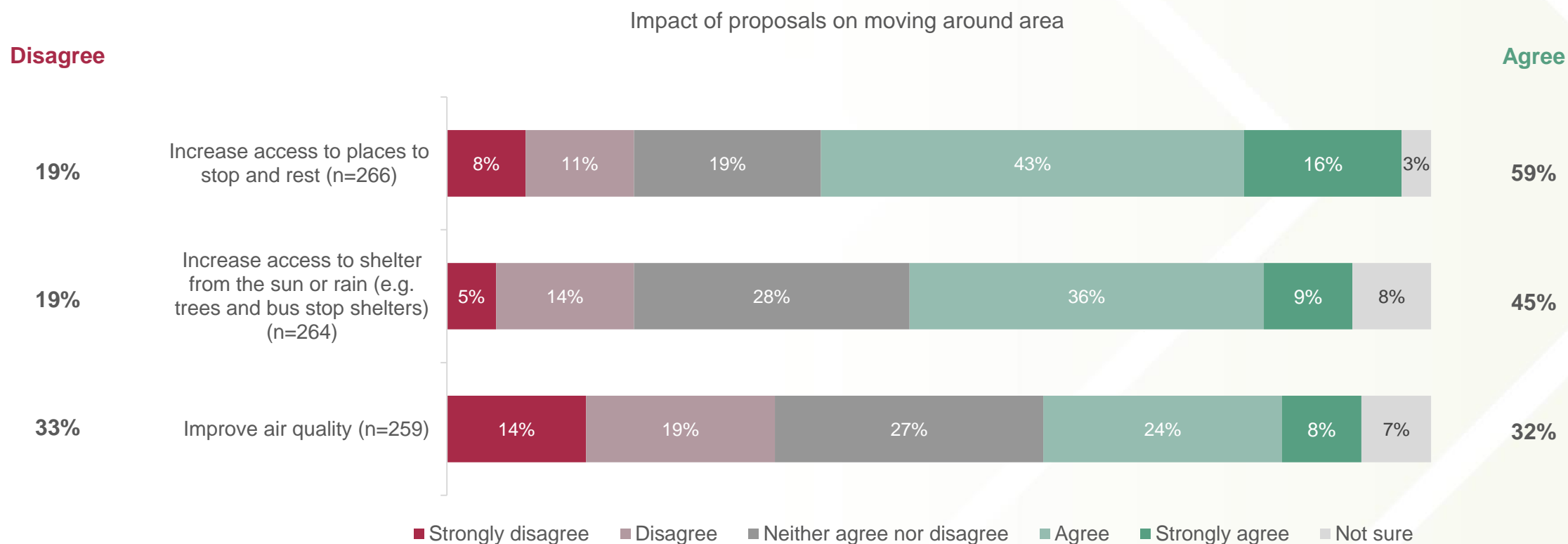
Thinking of all of the proposals together, do you think that they would encourage you to travel more or less often using the following forms of transport?

caution: \* low base \*\* very low base



# Effect of proposals on various factors

The majority (59%) agreed the proposals would improve access to places to stop and rest. Over 4 in 10 (45%) felt access to shelter would be improved. However, there was no strong feeling as to whether the proposals would improve air quality in the area.



What effect would the proposals have on the following:

# Feedback from the pop-up event

## General comments - negative

Multiple comments mentioned:

- Proposals will deter locals from spending time in Liss village centre (2 mentions)
- Against changes to road (2 mentions)
- Plans should only landscape pedestrian areas (2 mentions)

Individual comments referenced the following sentiments:

- Against coloured re-surfacing
- Proposals inconvenient to drivers
- General disagreement with proposals
- Against raising road level (as it encourages vehicles to drive on pavement)

## General comments – positive

Multiple comments mentioned:

- Support new planting (2 mentions)

Individual comments referenced the following sentiments:

- General support for proposals
- Support more of a community feel in Liss
- Support resurfacing

## • General comments - neutral

Multiple comments mentioned:

- Need someone to be responsible for upkeep of new planting (3 mentions)

Individual comments referenced the following sentiments:

- Better planning before houses are built
- Question about costing

## Further suggestions

Multiple comments suggested:

- Include zebra crossings (4 mentions)
- Prohibit heavy/ wide vehicles in village centre (3 mentions)
- Slow cyclists/ prohibit cycling on pavement (2 mentions)
- Work with local shops (for example, encourage to decorate shop fronts, incentives to bring new businesses) (2 mentions)
- Prioritise disabled (for example, more focus on blue badge holders) (2 mentions)

Individual comments suggested:

- Ban e-scooters
- Enforce double yellow lines
- Reduce length of time level crossing is closed for
- If road is not raised, ensure enough dropped kerbs are included
- Include way-finding signage to independent shops towards the Triangle Centre
- Improve area outside of village centre (for example, add traffic calming and speed cameras)

# Comments from disabled people

23% of survey responses were from people with a disability\*. Parking was the most significant single concern raised in comments from disabled people, 25% commenting on disabled parking and 40% on parking generally\*\*. 5 of 11 individuals with a disability that reduces their day-to-day activities a lot, raised concerns about parking for disabled people\*\*. A sample of comments is below:

*“the loss of a disabled parking bay is significant. In conjunction with the other two bays it is very important for the disabled and the village car park is too far to benefit Station Road.” (Male, aged 75-84, frequent walker and driver)*

*“I agree with removing the spaces on Station Road especially as people often get frustrated by the blockage and it is pretty dangerous for both pedestrians and other road users.” (Female, aged 45-54, frequent walker and driver)*

*“My only concern is for the disabled drivers who really can't walk far to be able to still access the village easily. Everyone else it is fine, and encouraging them to use the free car park would be better. Calming traffic is a positive too.” (Female aged 45-54, frequent walker and driver, occasional train user)*

*“If you remove the parking outside the village hall the elderly will not be able to attend lunch club as many have to be collected by car as they are unable to walk at present they are dropped off outside. Nothing here about replacing pavements or resurfacing the car park entrance which is dreadful or expanding disabled parking.” (Female, aged 65-74, frequent Wheelchair/ mobility scooter)*

*“I welcome the speed restrictions and the cosmetic improvements. I worry about pedestrians becoming blasé about traffic.” (Male aged 65-74, frequent driver and walker)*

*“raised road level will make it easier to cross the road, especially with my old mother who has Alzheimer's.” (Female, aged 45-54, frequent walker and driver)*

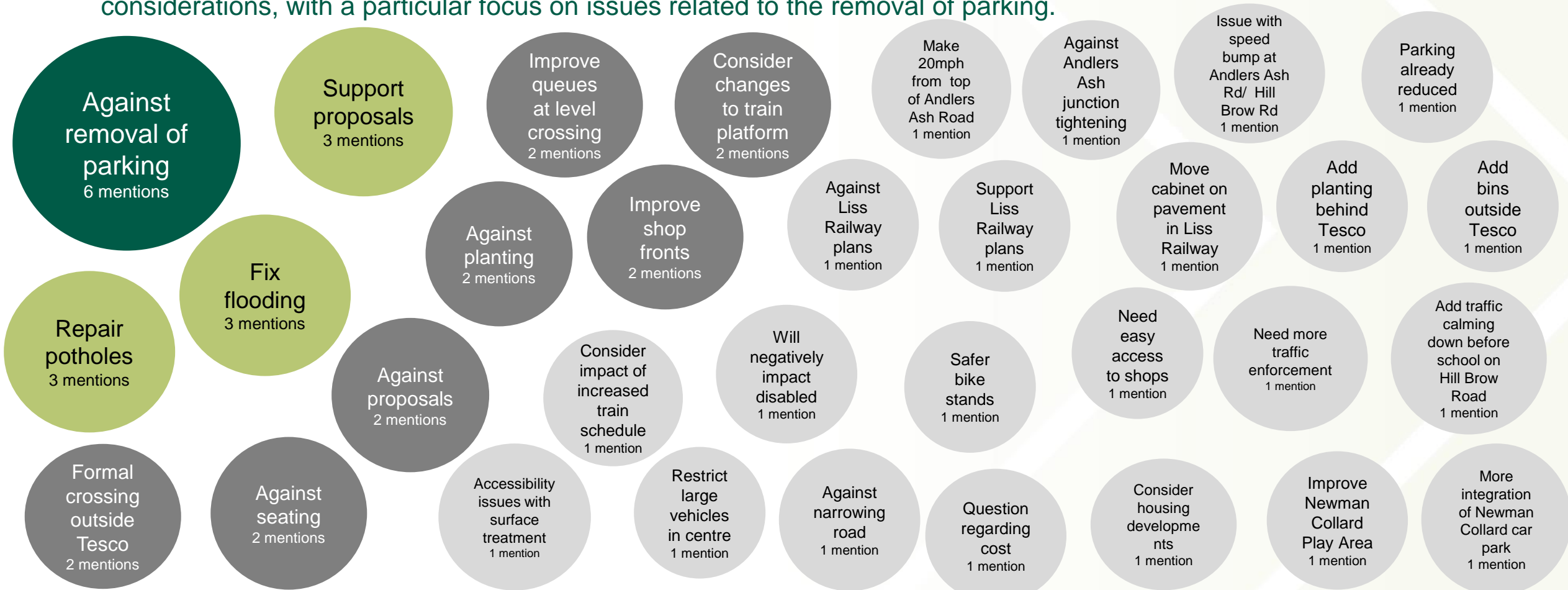
*“new benches will allow people to sit and rest whilst waiting for buses. It will also allow those with mobility issues to take a rest before heading home.” (Female, aged 65-74, frequent wheelchair/ mobility scooter user)*

*“It is the speed of cars and vans that is the issue, particularly near the roundabout. Many people across the road too near the public house and there have been many 'near misses'. The courtesy crossings need to be well sign posted so that they are used. Good idea to have some trees/more seating..” (Female, aged 85+, frequent walker and driver)*

caution: \* low base \*\* very low base

# Unstructured comments

13 comments were received via email/ letter which typically mentioned several themes. These highlighted a range of considerations, with a particular focus on issues related to the removal of parking.

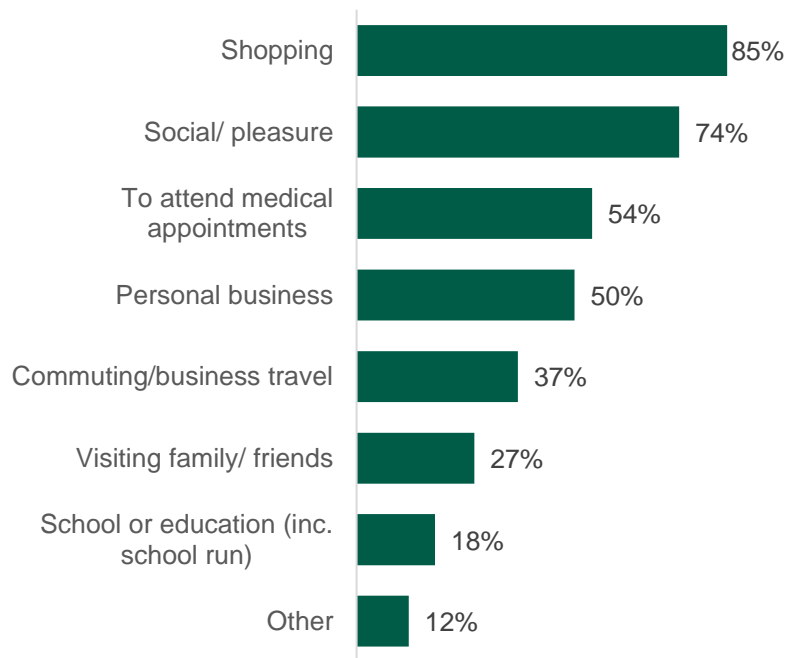


# Respondent profile

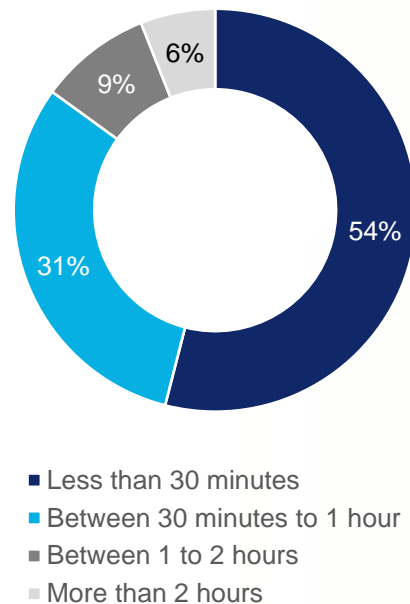
# Respondent profile

Respondents most commonly travelled into and around Liss for shopping (85%) and social/ pleasure purposes (74%). Most (54%) respondents who were not travelling for a time-specific event/ purpose spent less than 30 minutes in the village centre. Weekends were the most popular time for travel.

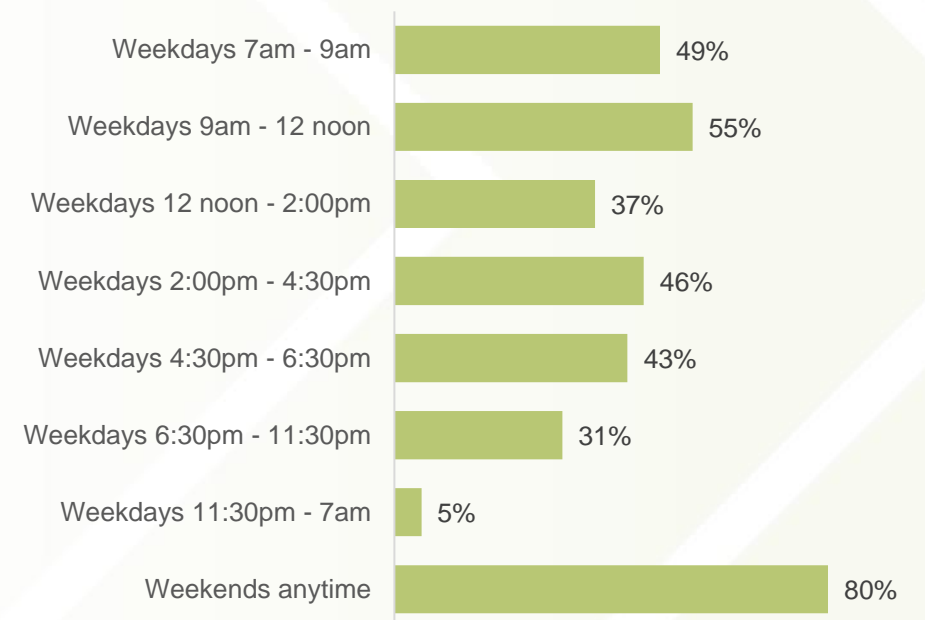
Journey purpose in the area (n=268)



Time spent in centre (n=247)



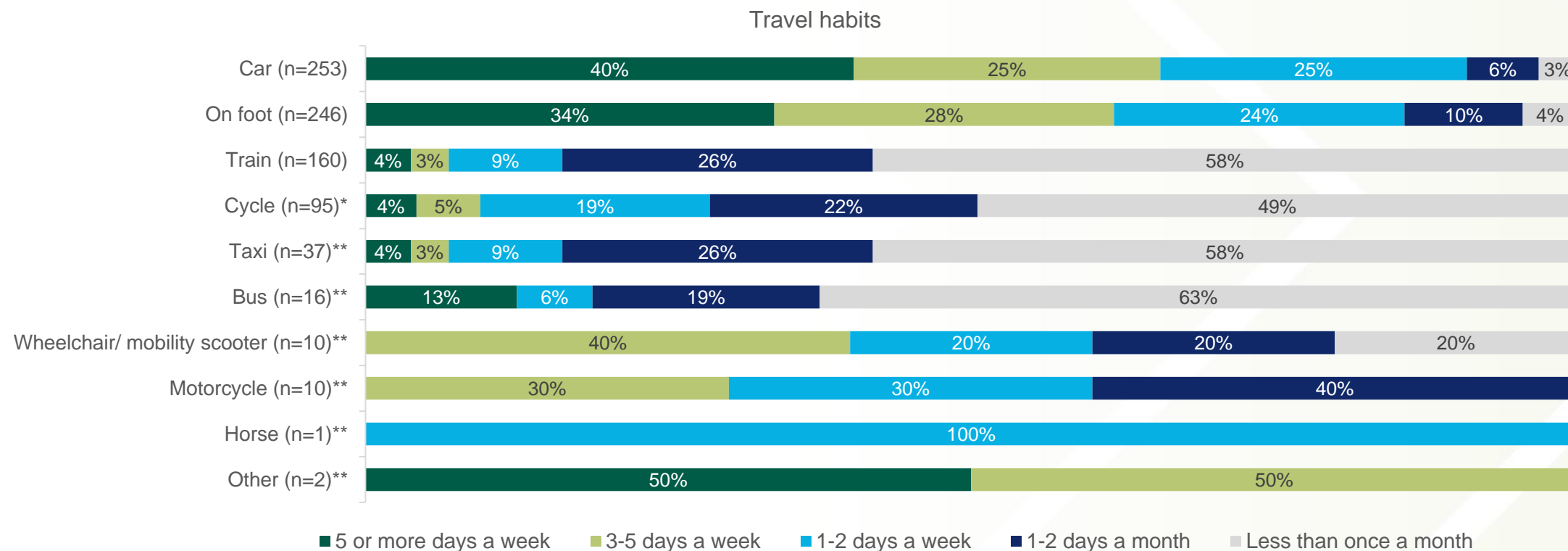
Journey times in the area (n=265)



*Why do you typically travel into or around this area? [multi-code]; On an average visit, how much time do you typically spend in Liss Village centre? [Those who selected shopping, social/ pleasure, personal business and/ or visiting family/ friends]; When do you typically travel into or around Liss village centre? [multi-code]*

# Respondent profile (1)

Driving and walking were the most popular methods of travel into and around Liss, with the majority of those who travel in this way doing so at least once per week (90% and 86% respectively).



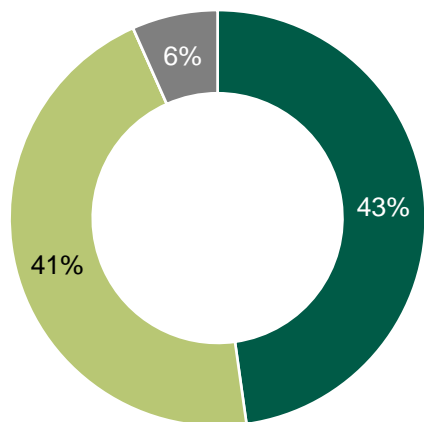
How do you currently travel into or around this area? [multi-code]

caution: \* low base \*\* very low base

# Respondent profile (2)

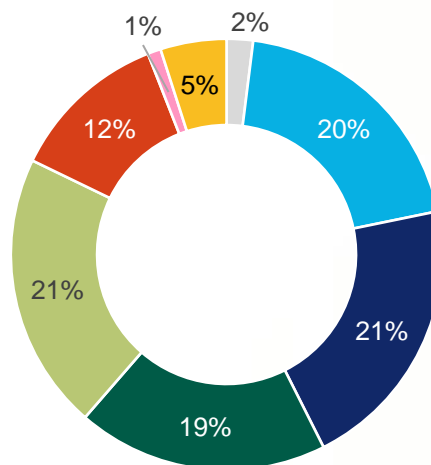
There was a fairly even split of male/ female respondents and a good cross section of ages between 25 and 84, with fewer young people responding. The majority (68%) lived in the wider Liss area, with around a third (31%) living in the village centre.

Gender (n=247)



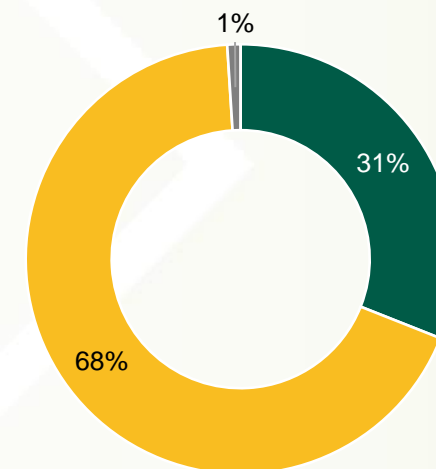
- Male
- Female
- Prefer to self-describe
- Prefer not to say

Age (n=254)



- Under 16
- 16-24
- 25-44
- 45-54
- 55-64
- 65-74
- 75-84
- 85+
- Prefer not to say

Residence (n=257)



- In Liss village centre
- In the wider Liss area
- Outside of Liss area
- Prefer not to say

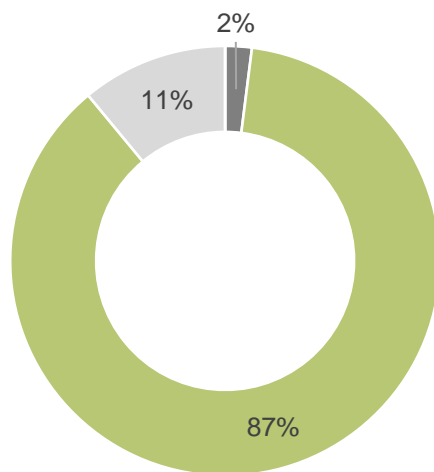
Which of the following best describes your gender?; What is your age?; Where do you live?



# Respondent profile (3)

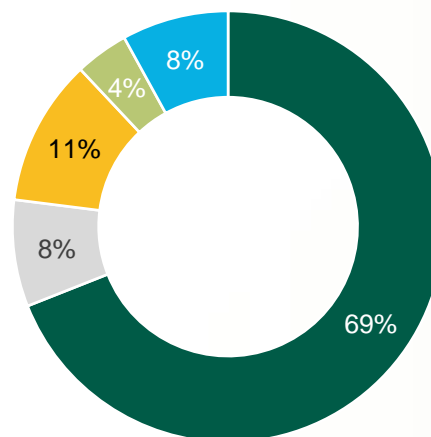
The majority of respondents were white (87%), non-disabled (69%) and lived in households with no children/ young people (65%).

Ethnicity (n=259)



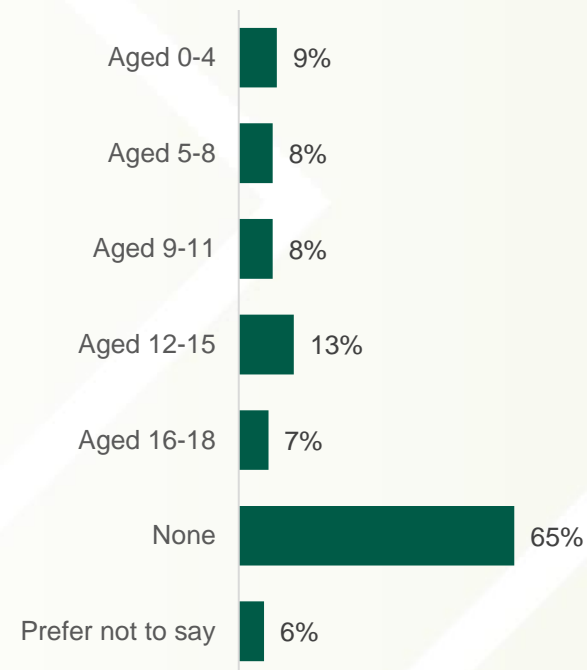
- Asian/ Asian British
- Black/ African/ Caribbean/ Black British
- Mixed/ multiple ethnic groups
- White
- Prefer not to say
- Other

Disability (n=254)



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

Children in household (n=250)



*What is your ethnicity?; Is your ability to move around the area limited because of a health problem or disability which has lasted, or expected to last, at least 12 months?; Are there any children or young people up to the age of 18 living in your household (including yourself)?*