

Southampton City Council

Personal Details:

Name:

E-mail:

Postcode:

Organisation Name:

Comment text:

As we look at decarbonising the city, the importance of 15 minute neighbourhoods has become clear – the places we live need to have access to shops, buses, schools and health services within approximately one mile. That way we reduce dependence on cars and people are more likely to walk, scoot or cycle to their destination. It occurred to me that ward boundaries could usefully follow the overlapping circles created if mapped out, using small local shops as the central point. It also occurred to me that there must be databases used by businesses to map out demand and which helps them to locate the best places for new premises. That data would help to deal with areas of new housing development as well as existing properties. If you pay attention to the existing smaller shopping centres you will get a better sense of what areas people identify with and there will be a lower risk of splitting up areas that people feel that they “belong” to. I’ve attempted to create this for my own ward, Bitterne Park, where there are several small shopping clusters, and – as an example - it suggests that the part of the ward on the Athelstan Road side of Bitterne Road West fits more congruently with Peartree Ward. This is also because this part of the ward is separated by a very busy dual carriageway. You could also take the impact of high volume roads, railways and rivers into account when identifying communities. Could I also ask you to look at an anomaly in current naming of wards? Bitterne is a clearly identifiable district shopping centre and surrounding residential roads, adjacent to my own ward of Bitterne Park. Yes this area is called “Harefield ward” and “Bitterne ward” is shown on the map as the Thornhill and Hightown areas, the residents of which would never associate themselves with Bitterne. I don’t know how that happened but it doesn’t make sense.

Uploaded Documents:

None Uploaded