



Hampshire
2050

Travel Improvements between Farnborough and Aldershot Engagement Report March 2025

 Funded by
UK Government

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 Hampshire
County Council

Produced by the Insight and Engagement Unit

Key findings

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Barriers to active travel:



The biggest barrier to walking/ wheeling* was road safety. The other main barriers were identified as volume or speed of traffic and lack of places to cross.



Road safety was also the biggest barrier to cycling, along with poor cycling infrastructure, including lack of segregated routes, no continuous routes and poor-quality roads and cycle paths.

When asked about the corridor as it is currently:



Overall, Clockhouse roundabout was reported to be the hardest location to cross along the 8km corridor connecting Farnborough, North Camp and Aldershot. It was also the least pleasant to travel around, had the most traffic concerns and the most unsafe pavements and roads for cycling.



Where options for road layouts were presented, respondents preferred the examples of more people-friendly street layouts rather than keeping the current layout at all locations along the corridor.

*wheeling refers to those travelling by wheelchair or mobility scooter

Key findings (continued)

When asked about the corridor as it is currently:



At both the Ham & Blackbird and Clockhouse roundabouts, the A325 arms of the roundabout were identified as the most difficult to cross, therefore respondents wanted crossing provision prioritised on these two arms of both roundabouts.



At St Alban's roundabout, the A3011 eastern and western arms and Queen's Avenue were considered the most difficult to cross, with those who walk prioritising the Queen's Avenue arm for a crossing.



Respondents were generally most dissatisfied with the pavements from Aldershot Town Centre to Weybourne Road.



Over half of respondents reported that bus services were reliable, except at Clockhouse roundabout and west of Aldershot Town Centre. The lowest level of reliability was reported for the west of Aldershot Town Centre. Opinion on bus stop facilities was mixed.



At least half of respondents said they would walk or cycle more, and a third said they would use their car less, if improvements were made to the corridor.

Introduction

Farnborough to Aldershot Improvements - background



Background

Hampshire County Council and Rushmoor Borough Council are developing proposals for travel improvements along an 8km corridor connecting Farnborough, North Camp and Aldershot.

The objectives of the scheme are to:

- Meet the guiding principles of the Hampshire County Council Local Transport Plan 4 (LTP4)¹ by improving options for walking, wheeling², cycling and public transport.
- Contribute to the Rushmoor Local Cycling and Walking Infrastructure Plan.
- Create high quality routes for cycling that meet current design standards (as set out in LTN1/20).
- Support the Hampshire Bus Service Improvement Plan to increase the number of people using the bus.
- Improve access to local shops and businesses with better walking, wheeling, cycling and public transport options.

¹ to give people a high quality choice of travel alternatives to the private car and to provide a transport system that promotes high quality, prosperous places and puts people first

² using a wheelchair or mobility scooter



The improvements being developed

The corridor starts at Empress Avenue in the north (near Farnborough Sixth Form College), moving south along the A325 past Farnborough Town Centre and along the B3403 Alexandra Road/ Queens Avenue through North Camp, Wellesley and Aldershot Town centre to the B3007 Weybourne Road in the south.

The proposed improvements being developed seek to deliver a walking, wheeling and cycling route designed to be continuous, high quality and safe. It also looks to include measures that would improve bus journey time reliability in areas where congestion currently causes bus delays and seeks to reduce bus journey times in these locations.

The aim of any improvements would be to encourage people to leave the car at home. With better provision, more people could choose to walk, wheel or cycle, particularly for shorter trips or use the bus services, instead of using the car.

Farnborough to Aldershot Improvements – aims and method



Aims

Hampshire County Council is committed to listening to the views of local residents and stakeholders. The purpose of this engagement exercise was to help to inform the development of proposals for travel improvements from Farnborough to Aldershot. Specifically, this engagement exercise sought to understand people's experiences of walking, wheeling, cycling and using the bus along this corridor, with a view to identifying areas that are most in need of prioritisation.



Method

Hampshire County Council carried out an engagement exercise through use of an online feedback form (available in other formats if requested). An information pack was produced, which outlined the scheme proposals to enable an informed response.

The feedback form was available from 25 November 2024 to 16 February 2025.

The views expressed in this report come from responses to an open feedback form (available to anyone to complete) and written correspondence. 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.

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

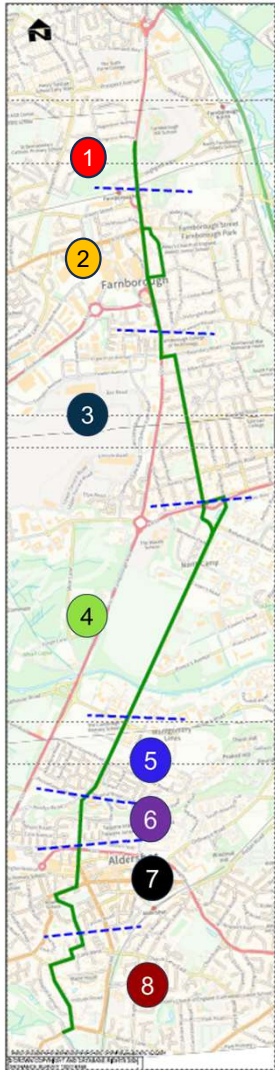
Response summary



In total, 79 responses were submitted via the online feedback form. 78 of these responses were from individuals and one was from an organisation.



In addition, twelve unstructured responses were received by email. Commentary on these submissions can be found on slide 30.



The 8km north to south travel corridor that feedback was sought on is broken down into eight sections:

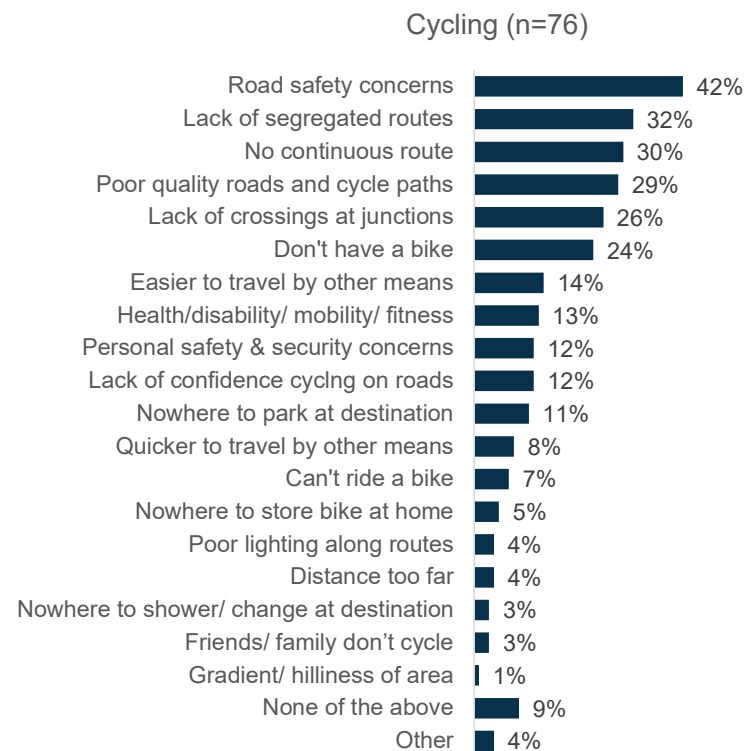
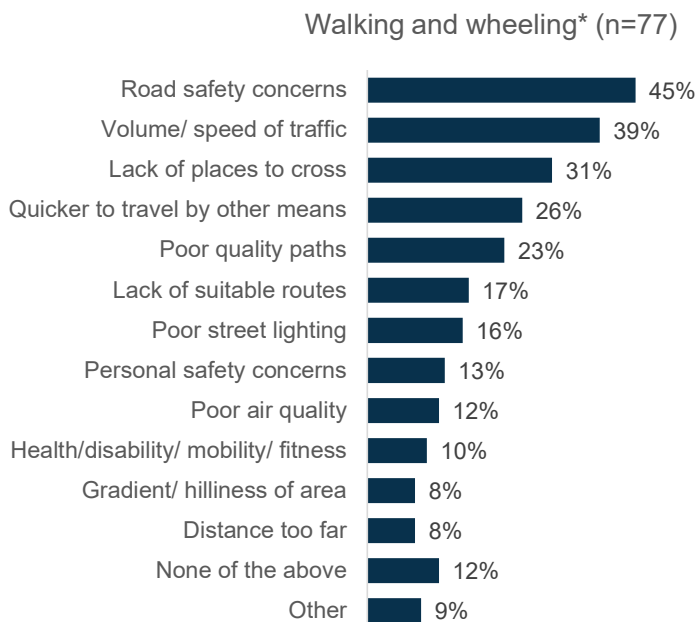
1. **Empress Avenue to Farnborough (Main) Station**
2. **Ham & Blackbird roundabout to Boundary Road**
3. **Boundary Road & Alexandra Road**
4. **Queens Avenue**
5. **Wellesley**
6. **Hospital Hill**
7. **West of Aldershot Town Centre**
 - a) **Princes Way & Barrack Road**
 - b) **Queens Road**
8. **Aldershot Town Centre to Weybourne Road**

Scheme overview

Current barriers

Current barriers to active travel along the corridor

Nearly half of respondents identified road safety concerns as the biggest barrier for walking/ wheeling* (45%) and cycling (42%). About a third cited volume or speed of traffic (39%) and lack of places to cross (31%) as barriers to walking. For cycling, 29-32% pointed to poor cycling infrastructure.



For the sections of the route that you use, is there anything that discourages or prevents you from walking or wheeling to places you want to go to? (select maximum of 5 options)

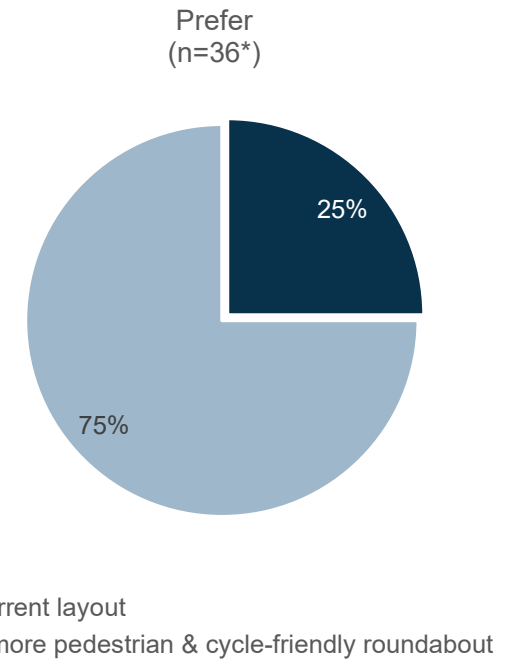
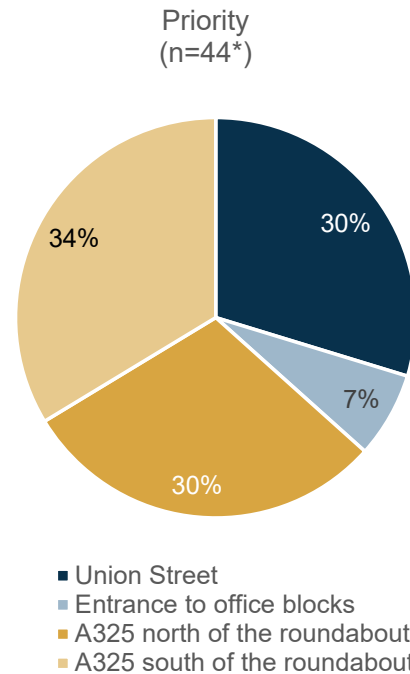
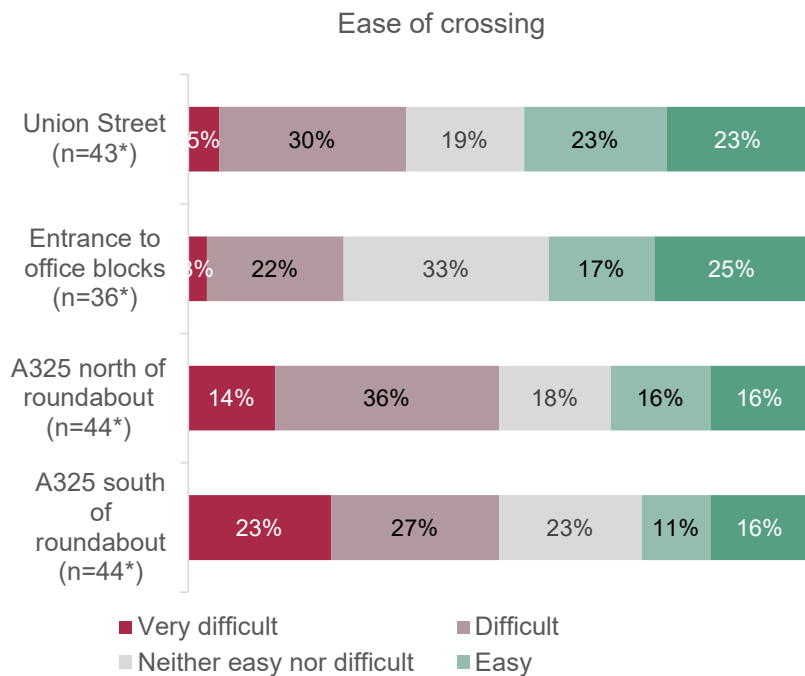
For the sections of the route that you use, is there anything that discourages or prevents you from cycling to places you want to go to? (select maximum of 5 options)

*Wheeling means using a wheelchair or mobility scooter

Feedback on the Roundabouts

Ham & Blackbird roundabout

Half of respondents (50%) stated that the A325 arms of the Ham & Blackbird roundabout were the most difficult to cross. Views on prioritising crossing provision were mixed, with little difference between numbers favouring Union Street (30%), the A325 north (30%) and the A325 south (34%). Three quarters of respondents (75%) preferred a more cycle and pedestrian friendly roundabout over the current layout.

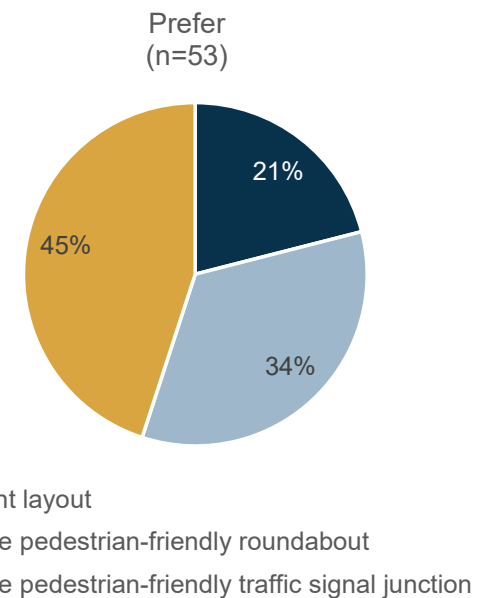
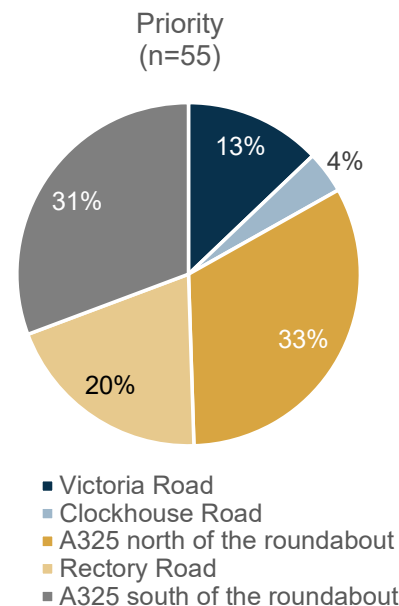
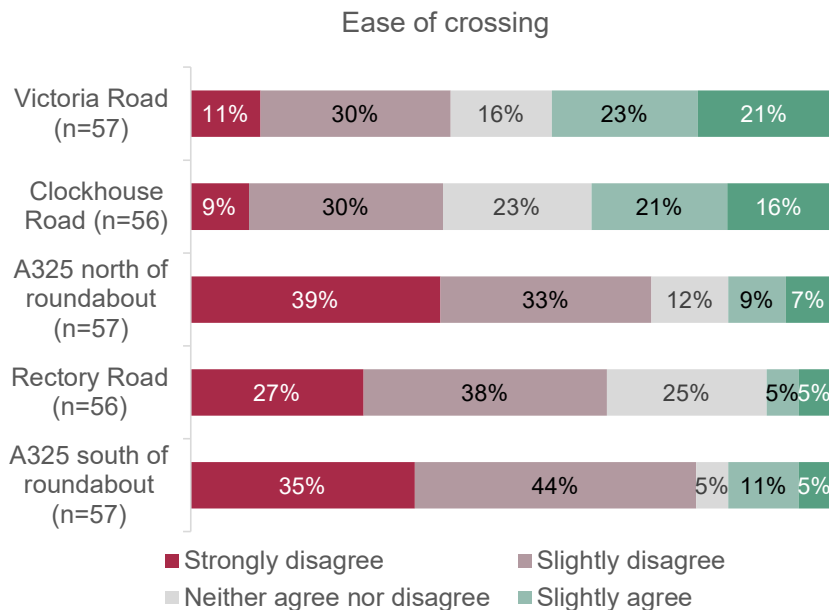


How easy is it currently to cross each of the following arms of this roundabout?; Which arm of this roundabout is most in need of pedestrian crossing provision?; Of the images shown in the information pack, which would you prefer to see in Section 1: Ham and Blackbird roundabout?

***Caution: Low base**

Clockhouse roundabout

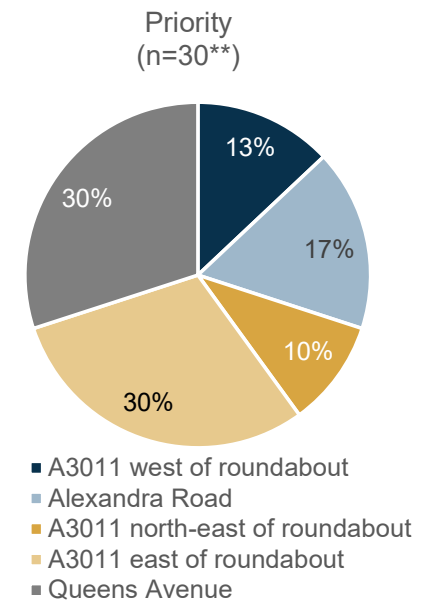
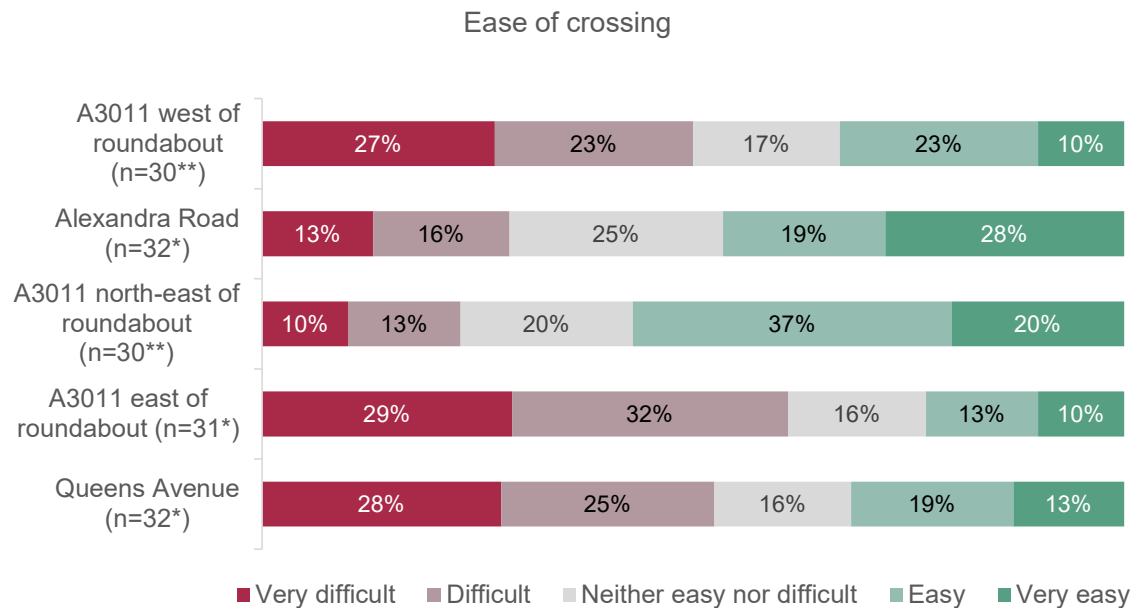
Around three quarters of respondents found the A325 northern arm (72%) and southern arm (79%) of the roundabout difficult to cross, with about a third wanting crossing provision added to both these arms (33% and 31% respectively). The southern arm was prioritised more frequently for a crossing by those who cycle (39%) (see appendix 2). 45% of respondents preferred a pedestrian friendly-traffic signal junction to the current layout. 34% preferred a pedestrian friendly roundabout, rising to 47% amongst those that cycle (see appendix 3).



How easy is it currently to cross each of the following arms of this roundabout?; Which arm of this roundabout is most in need of pedestrian crossing provision?; Of the images shown in the information pack, which would you prefer to see in Section 2: Clockhouse roundabout?

St Albans roundabout

61% of respondents felt that the A3011 eastern arm of the roundabout was difficult to cross, half of the respondents also felt that the A3011 western arm of the roundabout (50%) and the Queens Avenue arm (53%) were difficult to cross. Nearly a third of respondents wanted to see crossing provision prioritised on either Queens Avenue (30%) or the A3011 east of the roundabout (30%), with those that walk prioritising Queens Avenue (39%) for a crossing, see appendix 4.



How easy is it currently to cross each of the following arms of this roundabout?; Which arm of this roundabout is most in need of pedestrian crossing provision?

* Caution: Low base
 **Caution: Very low base

Feedback on each section of the corridor

Experience

Amongst respondents that walk, wheel and cycle, Clockhouse roundabout was considered the least comfortable, most unpleasant and most difficult place to cross area, with the worse air quality. Ham & Blackbird roundabout was also considered uncomfortable and unpleasant to travel around.

Heat map showing levels of disagreement with statements

n=14 to 46* (respondents who walk, wheel or cycle)	Empress Way to Farnborough Station	Ham and Blackbird roundabout	Ham & Blackbird to Clockhouse rbtns	Clockhouse roundabout	Clockhouse rbt to Boundary Road	Boundary Road/Alexandra Road	Queens Avenue	Queens Ave thro; Wellesley Development	Hospital Hill	West of Aldershot Town Centre	Aldershot Town Centre to Weybourne
Area comfortable to walk/ wheel/ cycle	53%	73%	51%	78%	64%	50%	15%	18%	55%	45%	69%
Area pleasant to walk/ wheel/ cycle	53%	81%	61%	84%	64%	45%	25%	14%	64%	55%	57%
Roads here are easy to cross	55%	62%	60%	82%	72%	69%	38%	33%	59%	50%	57%
Air quality along this section is good	57%	62%	59%	68%	72%	40%	39%	40%	48%	56%	46%
Vegetation is well maintained	52%	40%	45%	41%	32%	42%	15%	9%	29%	17%	31%



****caution: low/ very low base**

Thinking of when you travel along this section of the route, to what extent do you agree or disagree with the following statements? **N.B Chart shows % of disagreement**

Traffic

84% of respondents that walk, wheel or cycle had concerns about the volume of traffic on Clockhouse Roundabout. Additionally, this location recorded the highest concerns regarding vehicle speed (74%) and traffic noise (64%) compared to other areas.

Heat map showing levels of disagreement with statements

n=14 to 46* (respondents who walk, wheel or cycle)	Empress Way to Farnborough Station	Ham and Blackbird roundabout	Ham & Blackbird to Clockhouse rbts	Clockhouse roundabout	Clockhouse rbt to Boundary Road	Boundary Road/Alexandra Road	Queens Avenue	Queens Ave through Wellesley	Hospital Hill	West of Aldershot Town Centre	Aldershot Town Centre to Weybourne
The volume of traffic here is not a concern	56%	71%	54%	84%	67%	44%	37%	52%	73%	70%	50%
Speed of vehicles here is not a concern	51%	63%	61%	74%	61%	53%	46%	50%	59%	60%	64%
Traffic noise here is not a concern	51%	57%	58%	64%	58%	47%	35%	32%	45%	47%	46%



**caution: low/ very low base*

Thinking of when you travel along this section of the route, to what extent do you agree or disagree with the following statements? **N.B Chart shows % of disagreement**

Pavements

Amongst respondents who walk, wheel or cycle, overall dissatisfaction with pavements was highest for the section from Aldershot Town Centre to Weybourne. Clockhouse Roundabout was identified as having the least safe pavements and crossings for children, the elderly, and disabled people. There was a lack of places to stop and rest along the whole route.

Heat map showing levels of disagreement with statements

n=12 to 39* (respondents who walk or wheel)	Empress Way to Farnborough Station	Ham and Blackbird roundabout	Ham & Blackbird to Clockhouse rbtns	Clockhouse roundabout	Clockhouse rbt to Boundary Road	Boundary Road/Alexandra Road	Queens Avenue	Queens Ave through Wellesley	Hospital Hill	West of Aldershot Town Centre	Aldershot Town Centre to Weybourne
The pavements feel safe to travel on	43%	41%	49%	67%	47%	54%	22%	17%	42%	44%	67%
Pavements and crossings safe for young/ old/ disabled	55%	61%	53%	76%	68%	68%	59%	38%	68%	61%	69%
Pavements don't feel narrow	50%	64%	42%	46%	47%	48%	5%	12%	37%	50%	69%
I have never tripped or fallen on the pavements here	23%	7%	26%	19%	19%	27%	12%	7%	15%	27%	10%
Pavements are free from street signs & clutter	45%	53%	46%	56%	57%	48%	18%	18%	35%	38%	58%
There are enough places to stop & rest	63%	69%	60%	67%	62%	62%	53%	53%	57%	56%	73%



*caution: low/ very low base

Thinking of when you travel along this section of the route, to what extent do you agree or disagree with the following statements? N.B Chart shows % of disagreement

Cycling

Respondents felt least safe cycling between Aldershot Town Centre and Weybourne (88%), at the Clockhouse roundabout (81%) and along Boundary Road/ Alexandra Road (77%). Low levels of maintenance of cycle paths, lanes, and tracks were also reported at these locations.

Heat map showing levels of disagreement with statements

n=9 to 26* (respondents who cycle)	Empress Way to Farnborough Station	Ham and Blackbird roundabout	Ham & Blackbird to Clockhouse rbtns	Clockhouse roundabout	Clockhouse rbt to Boundary Road	Boundary Road/ Alexandra Road	Queens Avenue	Queens Ave through Wellesley	Hospital Hill	West of Aldershot Town Centre	Town Centre to Weybourne
Roads and pavements feel safe to cycle on	60%	64%	63%	81%	69%	77%	17%	50%	56%	62%	88%
Cycle paths/ lanes/ tracks are well maintained	58%	71%	70%	79%	73%	86%	22%	38%	63%	67%	75%
Cycle routes are clear of debris/ litter	54%	46%	61%	56%	67%	57%	18%	20%	21%	50%	38%

Low levels of disagreement  High levels of disagreement

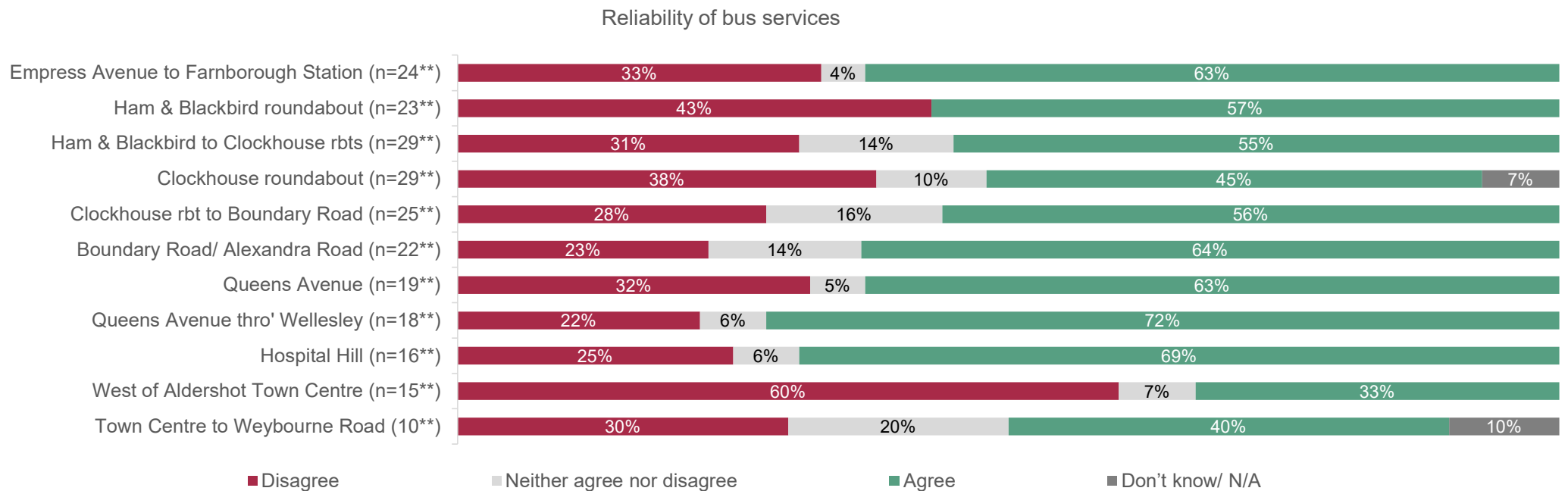
****caution: very low base**

Thinking of when you travel along this section of the route, to what extent do you agree or disagree with the following statements? **N.B Chart shows % of disagreement**

Feedback on bus services and bus stop facilities on the different sections

Bus service reliability

In most locations, over 50% of bus users agreed bus services were reliable, except at Clockhouse roundabout (45%) and west of Aldershot Town Centre (33%). Highest reliability was reported at Queens Avenue through the Wellesley Development (72%) and Hospital Hill (69%), whilst west of Aldershot Town Centre showed the least reliability (60% disagreement and 33% agreement that bus services are reliable).

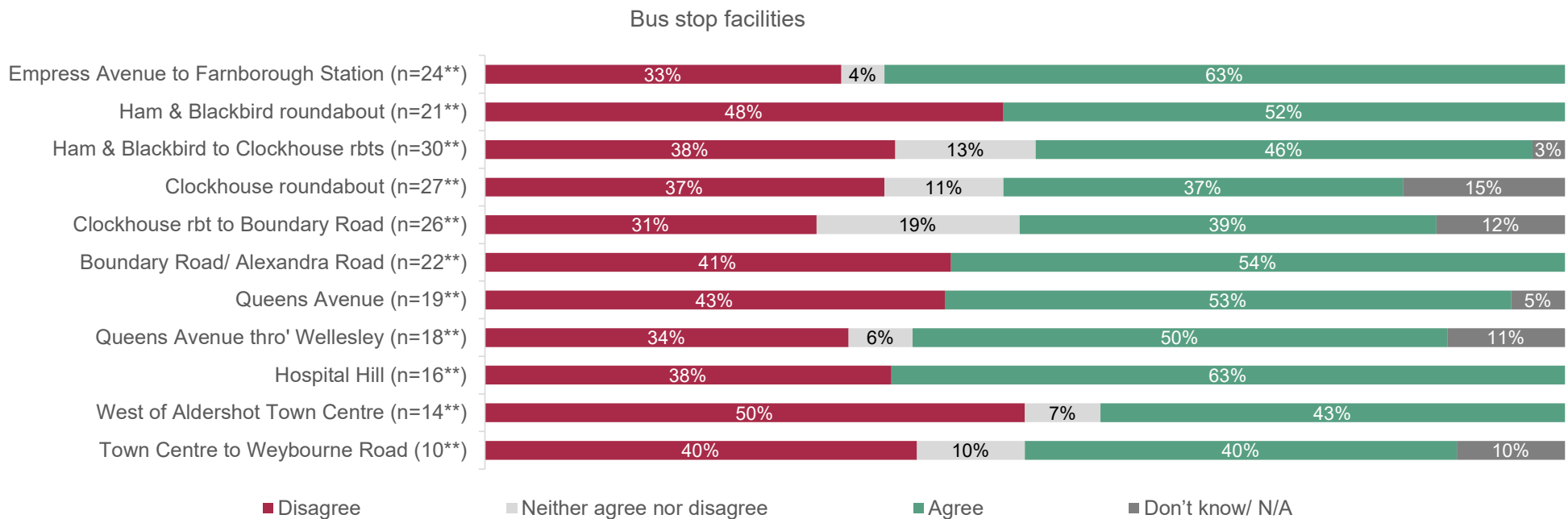


**** caution: very low base**

Thinking of when you travel along this section of the route, to what extent do you agree or disagree with the following statements: [I consider bus services in the area to be reliable]

Facilities at bus stops

There were mixed views on bus stop facilities, with most areas having a similar amount of agreement and disagreement that bus stop facilities met passenger needs. The best performing locations were Empress Avenue to Farnborough Station and Hospital Hill (63% agreed needs were being met).



**** caution: very low base**

Thinking of when you travel along this section of the route, to what extent do you agree or disagree with the following statements: [The facilities at the bus stops meet my needs (e.g. timetable, information, shelter, seats)]

Feedback on preferences for the street layouts on the different sections

Preferences

A majority of respondents preferred the suggested more 'people-friendly' street design options over the current road layouts in all locations where a choice was provided. This was highest for Hospital Hill at 83%, closely followed by Aldershot Town Centre to Weybourne Road (82%).

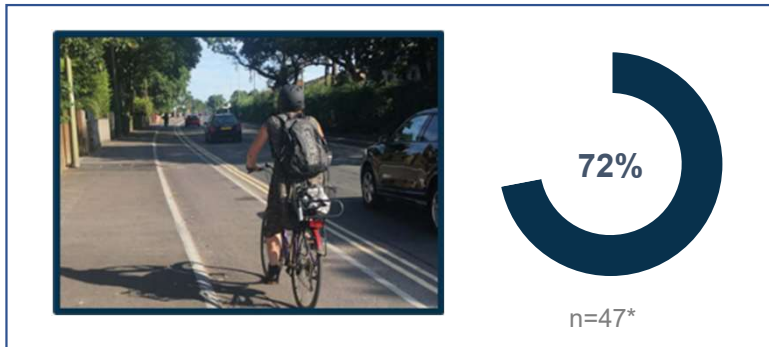
Section 1: Empress Avenue to Farnborough Station



Section 2: Clockhouse roundabout to Farnborough College



Section 3: Boundary Road and Alexandra Road



Section 4: Queens Avenue



Of the two images shown in the information pack, which would you prefer to see in: [section 1: Empress Avenue to Farnborough (North) station?; section 2: Clockhouse roundabout to Farnborough College of Technology?; section 3: Boundary Road & Alexandra Road; section 4: Queens Avenue]

*caution: low base
**caution: Very low base

Preferences continued

Section 6: Hospital Hill



Section 7: West of Aldershot town Centre (1)



Section 7: West of Aldershot (2)



Section 8: Aldershot Town Centre to Weybourne Road



Of the two images shown in the information pack, which would you prefer to see in: [section 1: Empress Avenue to Farnborough (North) station?; section 2: Clockhouse roundabout to Farnborough College of Technology?; section 3: Boundary Road & Alexandra Road; section 4: Queens Avenue]

****caution: Very low base**

Additional comments

Further comments (1)

Respondents were invited to add further comments about each section of the scheme. Their feedback is shown below and on the next two slides.

Ham & Blackbird Roundabout

Active Travel: Ten comments highlighted a lack of continuous cycle paths, issues with bikes and people competing for space, narrow pavements, and requests for direct active travel routes.

Road crossings: Ten comments noted too many piecemeal or awkward crossings, and long wait times for lights to change.

Buses: Eight comments addressed bus issues with five citing poor or unreliable service. Other concerns included bus timetables not being co-ordinated with train services, ineffective bus lanes, and a request for an additional bus stop for the #1 service.

Behaviour: Six comments referred to poor behaviour amongst drivers or people who are cycling.

Roundabout: Three comments mentioned congestion at peak times and views disagreeing with the completed flats development at Ham and Blackbird roundabout, which it was considered has created more traffic.

South of Clockhouse roundabout to Boundary Road

Cycling: Eleven comments reported poor cycle paths, people who cycle using alternative routes to the A325, unclear paths needing better visibility for drivers, and opposition to additional cycle lanes.

Road crossings: Ten comments mentioned roads, Pinehurst roundabout being unsafe to cross and that crossings needed updating. There was also opposition to having crossings at junctions.

Buses: Three negative comments expressed concern about reduced bus services, uncomfortable seats at bus stops, and an ineffective section of bus lane.

If you have any further comments about your experiences when using bus services, walking, wheeling or cycling in this area that you would like to be taken into consideration, please include this below. (N.B. Whilst not every comment for each section is shown here, all the comments are shared with the project team)

Further comments (2)

Boundary Road/ Alexandra Road

Pavements and road surfaces:

Twelve comments mentioned poor quality pavements or overgrown vegetation blocking paths.

Cycling: Three comments supported segregated cycle paths or suggested alternative routes.

Queens Avenue

Cycling: Eight comments included statements about the current situation (poor quality paths, too narrow lanes) as well as favourable remarks about segregated, continuous bike lanes and bikes taking priority over cars.

Buses: Two comments about unreliable overcrowded buses and two requests for bus shelters.

Crossings: Three comments mentioned a lack of crossings, difficulty crossing with bikes and crossing at lights being time consuming.

Queens Avenue through the Wellesley development

Cycling: Seven comments included requests for cycle crossings and continuous paths. There were mixed views about cycling on Alison's Road, one comment found it pleasant, whilst two cited difficulties and speeding traffic. There were also comments expressing unhappiness about the design of the Alison's Road/ Queens Avenue junction.

Shared paths: Two comments opposing them, stating pedestrians and cyclists should be separated.

If you have any further comments about your experiences when using bus services, walking, wheeling or cycling in this area that you would like to be taken into consideration, please include this below. (N.B. Whilst not every comment for each section is shown here, all the comments are shared with the project team)

Further comments (3)

Hospital Hill

Crossings: Four comments mentioned a dislike for staggering crossings on the A323, lights taking too long to change, difficulty crossing with bikes and requested more crossings.

Shared paths: One comment called for a separation of cyclists and pedestrians and one related to feeling safer cycling on pavements rather than being in road traffic.

West of Aldershot Town Centre

Few comments were submitted for this section, with little consensus among them. However, three comments highlighted the current difficulty cycling in this area.

Three comments included suggestions to use clear separation of people walking and people cycling from roads, changing traffic priorities or access, and adding contraflow bike lanes.

Aldershot to Weybourne Road

Only five comments were submitted for this section, with no consensus between them.

Comments relating to all sections of the proposal

In all but two sections (West of Aldershot Town Centre and Aldershot to Weybourne Road) a small number of comments either stated the improvements were not required or requested that the money be spent on road repairs instead.

There was also a concern that accessibility would be compromised.

If you have any further comments about your experiences when using bus services, walking, wheeling or cycling in this area that you would like to be taken into consideration, please include this below. (N.B. Whilst not every comment for each section is shown here, all the comments are shared with the project team)

Unstructured comments

A total of 12 emails were received from individuals about the proposed improvements. These included:



Four comments requesting improved bus services.



Two comments stating that the improvements were not needed.



Two requests for improvements to the roads rather than walking and cycling infrastructure.



Two comments stating that the scheme is a waste of money.



Other comments included concerns about traffic restrictions, traffic lights compromising traffic flow, support for a segregated cycle route on Alexandra Road and pavement widening.

"I need a bus from near the old bus station I am disabled and find it so difficult to walk all the way to town please help and maybe I will be able to get out "

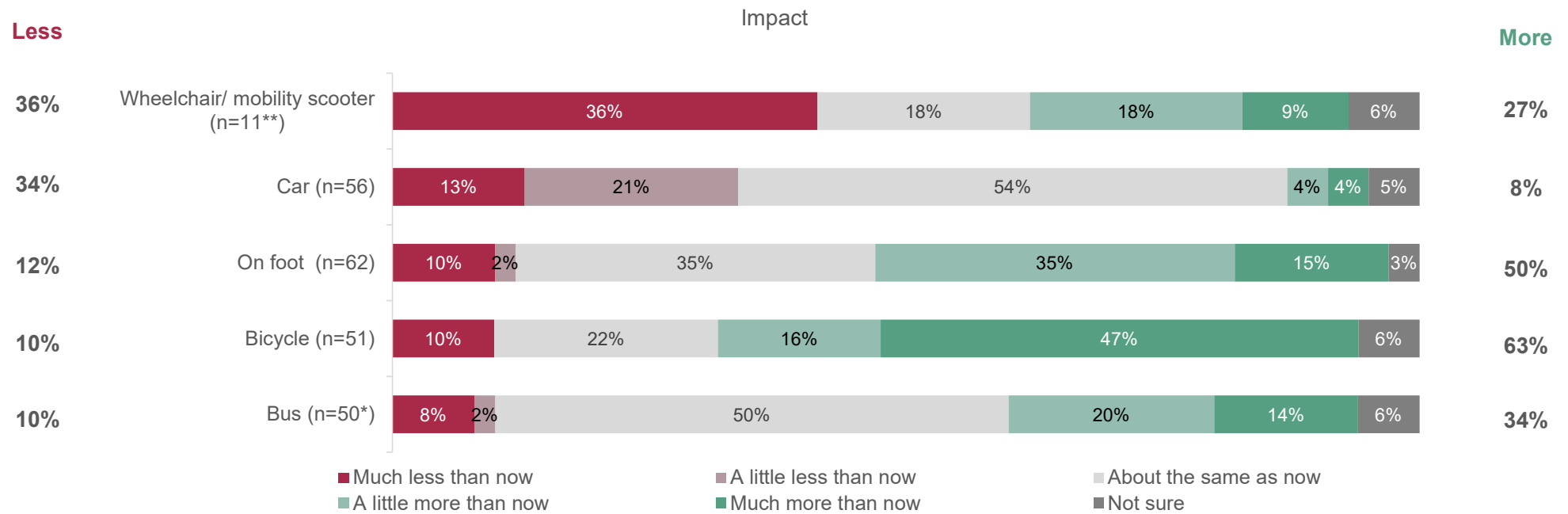
"the Farnborough/Aldershot buses are often coming in pairs. The first bus is very crowded whilst the second bus goes straight past. This causes a longer wait for the next bus."

"...my opinion is that this plan should not go ahead. It's not needed and will cause even more chaos with traffic. Please spend the money on things your residents actually want - clean, safe streets and reduction of pot holes"

Impact on travel behaviour

Impact on travel modes

A third of respondents (34%) said they would use the car less if the suggested improvements were made. 63% said they would cycle more, 50% said they would walk more and 34% said they would travel by bus more. There was a mixed response about wheelchair/ mobility scooter use, 36% said they would use this mode of transport less and 27% said they would use it more.



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

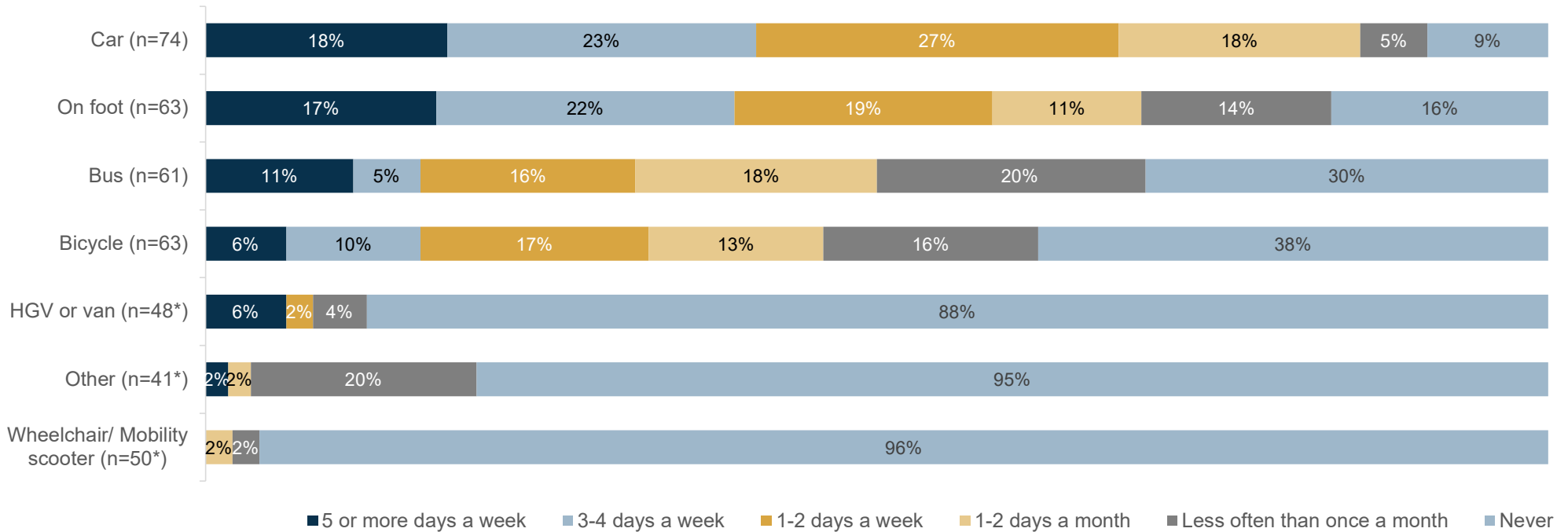
If improvements were to be delivered that look like the preference you expressed, would this encourage you to travel more or less often using the following forms of transport?

Respondent profile

Methods of travel

68% of respondents drive frequently (once a week or more), 58% walk frequently. A third reported cycling (33%) and using the bus (32%).

Modal use

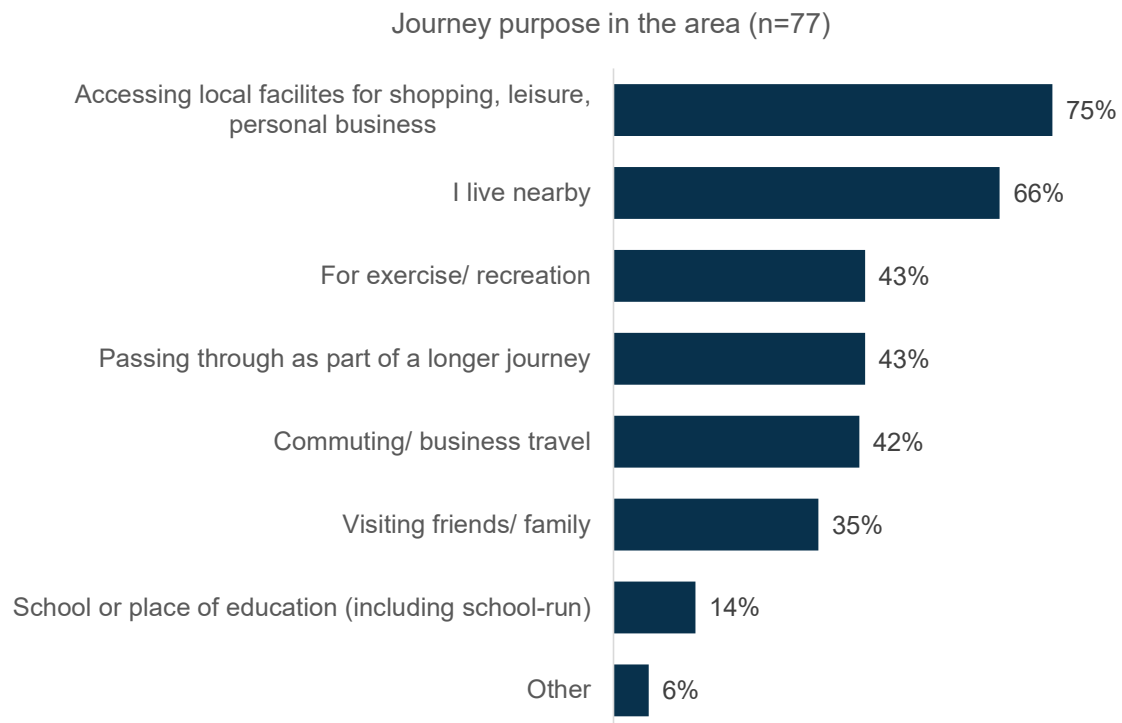


How often do you typically travel along all or part of this route by the following methods of transport?

* Caution: low base

Journey information

Three quarters of respondents (75%) reported using the route from Farnborough to Aldershot to access local facilities and two thirds (66%) reported living nearby.

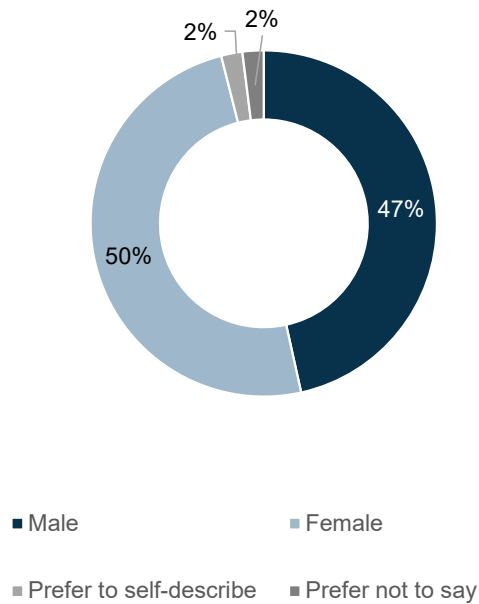


Why do you typically travel along this route?

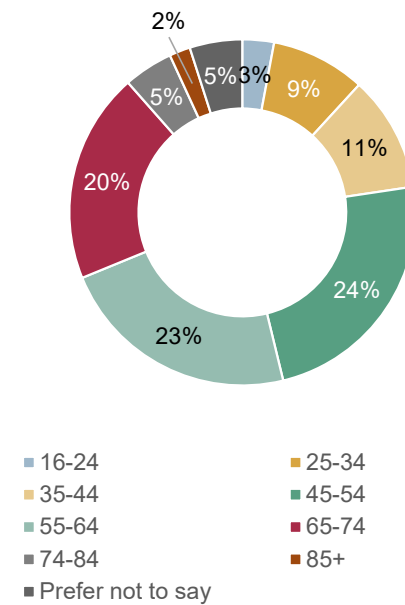
Respondent profile (1)

There was a fairly even split between male (47%) and female (50%) respondents. There was a good split of ages amongst respondents, with participants from all age groups. The largest numbers of respondents were aged between 45 and 74.

Gender (n=66)



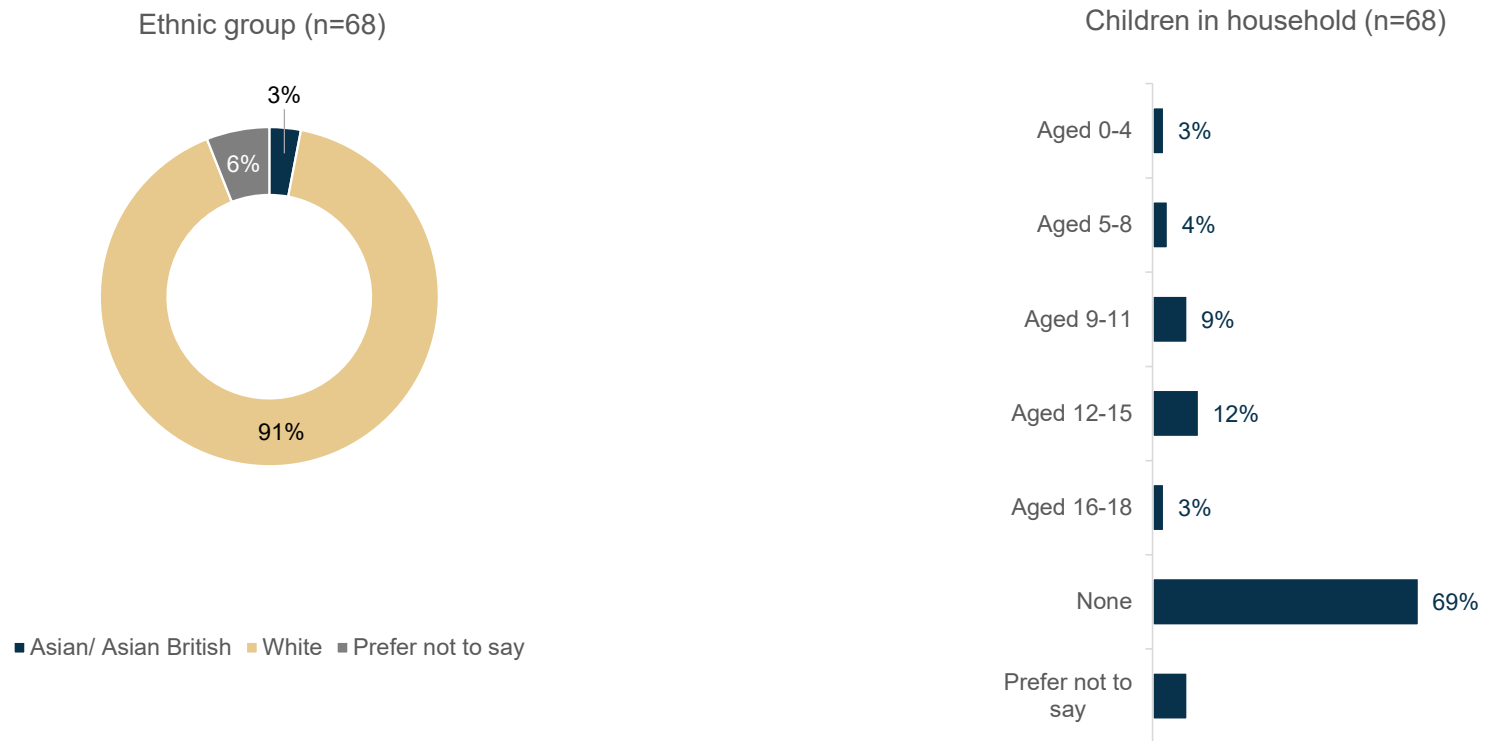
Age (n=66)



Which of the following best describes your gender?; What is your age?

Respondent profile (2)

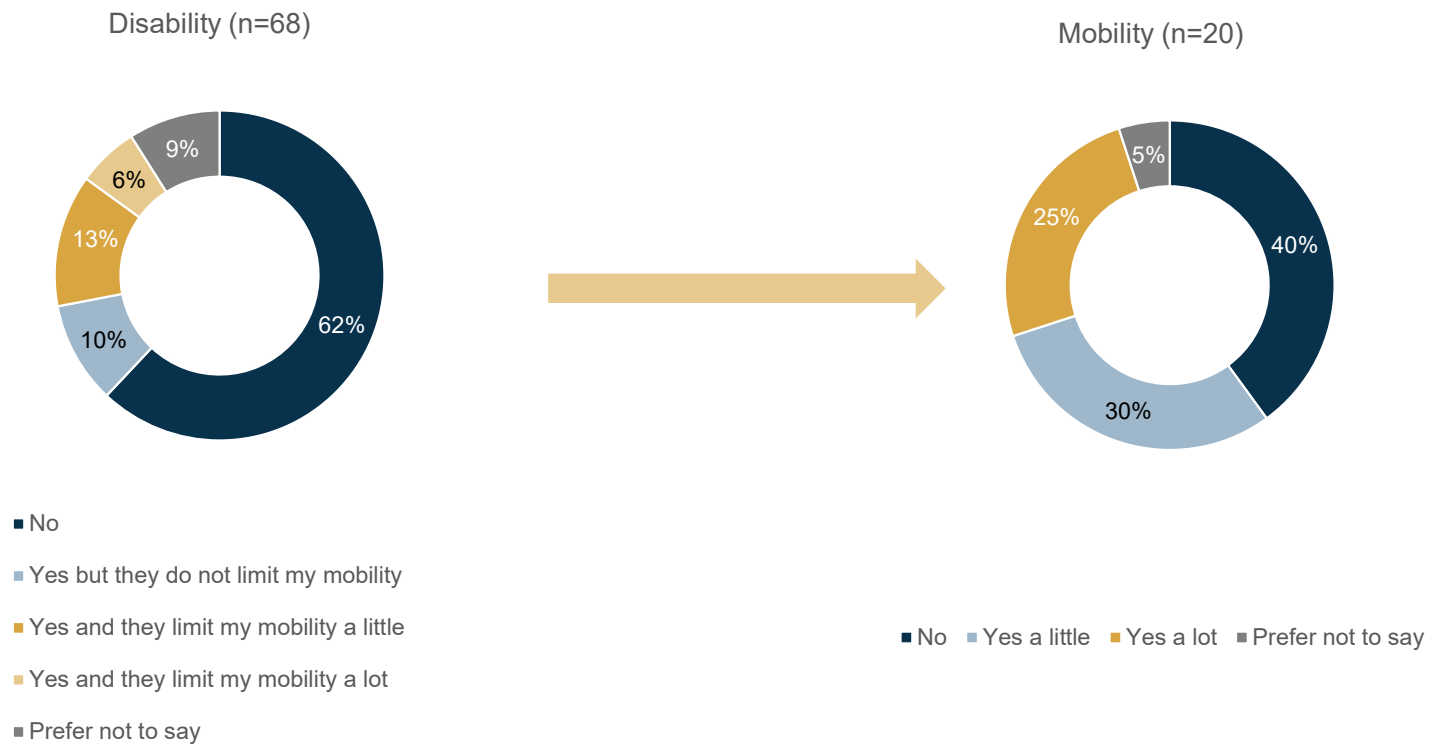
91% of respondents were of White ethnicity and the majority (69%) did not have children living at home.



What is your ethnic group?; Are there any children or young people up to the age of 18 living in your household (including yourself)?

Respondent profile (3)

29% of respondents reported having a disability of which 55% said this affected their ability to move around the area.



Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?; Does your condition affect your mobility (ability to move around)?

Appendices

Appendix (1)

Which arm of the Ham & Blackbird roundabout is most in need of pedestrian crossing provision?

		Female	Male	Under 25	25-44	45-64	Over 65	Local resident	Mobility issue	Walker	Wheeler	Cyclist	Driver	Non-driver	Bus user
Total	44	16	17	2	4	20	8	3	7	33	1	24	39	4	24
Union Street (1)	13	6	5	1	2	5	1	2	4	9	0	6	12	1	8
	30%	38%	29%	50%	50%	25%	13%	67%	57%	27%	0	25%	31%	25%	33%
The entrance to the office blocks (2)	3	1	2	0	0	3	0	0	0	2	0	2	3	0	2
	7%	6%	12%	0	0	15%	0	0	0	6%	0	8%	8%	0	8%
A325 north of the roundabout (3)	13	3	7	1	1	5	3	1	1	9	1	7	11	1	4
	30%	19%	41%	50%	25%	25%	38%	33%	14%	27%	100%	29%	28%	25%	17%
A325 south of the roundabout (4)	15	6	3	0	1	7	4	0	2	13	0	9	13	2	10
	34%	38%	18%	0	25%	35%	50%	0	29%	39%	0	38%	33%	50%	42%

Appendix (2)

Which arm of the Clockhouse roundabout is most in need of pedestrian crossing provision?

	Female	Male	Under 25	25-44	45-64	Over 65	Local resident	Mobility issue	Walker	Wheeler	Cyclist	Driver	Non-driver	Bus user	
Total	55	24	20	2	6	24	12	7	9	37	0	31	48	5	31
Victoria Road (1)	7 13%	5 21%	2 10%	1 50%	1 17%	3 13%	2 17%	2 29%	2 22%	4 11%	0	4 13%	5 10%	1 20%	7 23%
Clockhouse Road (2)	2 4%	1 4%	1 5%	1 50%	0	0	0	0	0	1 3%	0	1 3%	1 2%	1 20%	2 6%
A325 north of the roundabout (3)	18 33%	5 21%	8 40%	0	1 17%	8 33%	4 33%	1 14%	3 33%	13 35%	0	9 29%	17 35%	1 20%	8 26%
Rectory Road (4)	11 20%	2 8%	5 25%	0	1 17%	5 21%	3 25%	1 14%	1 11%	7 19%	0	5 16%	9 19%	1 20%	6 19%
A325 south of the roundabout (5)	17 31%	11 46%	4 20%	0	3 50%	8 33%	3 25%	3 43%	3 33%	12 32%	0	12 39%	16 33%	1 20%	8 26%

Appendix (3)

Which would you prefer to see in section 2: The Clockhouse roundabout?

	Female	Male	Under 25	25044	45064	Over 65	Local resident	Mobility issue	Walker	Wheeler	Cyclist	Driver	Non-driver	Bus user	
Total	53	22	19	2	6	23	10	7	9	34	0	30	46	5	28
Current layout of the A325 Farnborough Road at Clockhouse Roundabout	11	4	3	0	1	5	1	2	2	6	0	5	11	0	6
	21%	18%	16%	0	17%	22%	10%	29%	22%	18%	0	17%	24%	0	21%
A more pedestrian-friendly roundabout at Clockhouse Roundabout	18	13	4	2	2	9	5	5	4	12	0	14	13	3	9
	34%	59%	21%	100%	33%	39%	50%	71%	44%	35%	0	47%	28%	60%	32%
A more pedestrian-friendly traffic signal junction at Clockhouse Roundabout	24	5	12	0	3	9	4	0	3	16	0	11	22	2	13
	45%	23%	63%	0	50%	39%	40%	0	33%	47%	0	37%	48%	40%	46%

Appendix (4)

Which arm of the St Albans roundabout is most in need of pedestrian crossing provision?

	Female	Male	Under 25	25-44	45-64	Over 65	Local resident	Mobility issue	Walker	Wheeler	Cyclist	Driver	Non-driver	Bus user	
Total	30	15	12	1	6	12	6	11	9	23	0	17	26	3	19
Lynchford Road A3011 west of the roundabout (1)	4 13%	2 13%	1 8%	0 0	1 17%	1 8%	0 0	2 18%	1 11%	4 17%	0 0	1 6%	4 15%	0 0	4 21%
Alexandra Road (2)	5 17%	2 13%	3 25%	0 0	1 17%	3 25%	1 17%	2 18%	1 11%	3 13%	0 0	2 12%	5 19%	0 0	2 11%
Lynchford Road north-east of the roundabout (3)	3 10%	2 13%	1 8%	1 100%	0 0	0 0	1 17%	1 9%	1 11%	1 4%	0 0	1 6%	3 12%	0 0	2 11%
Lynchford Road A3011 east of the roundabout (4)	9 30%	6 40%	3 25%	0 0	2 33%	4 33%	3 50%	2 18%	4 44%	6 26%	0 0	7 41%	7 27%	1 33%	7 37%
Queen's Avenue (5)	9 30%	3 20%	4 33%	0 0	2 33%	4 33%	1 17%	4 36%	2 22%	9 39%	0 0	6 35%	7 27%	2 67%	4 21%