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Folly Roundabout Active Travel Link Proposal

Image from Hampshire County Council

Key findings

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Walking

Over half of respondents felt the proposals would make walking easier (56%), safer (58%), and more pleasant (57%).

74% believed segregated paths would be safer for walking than shared paths.

Cycling

87% of cyclists said they would feel comfortable using a path not shared with pedestrians, and 82% said they would be more likely to use it instead of the road.

At least half of respondents felt the proposals would make cycling easier, safer, and more pleasant (50–57%), rising to 73–78% among cyclists.

Active Travel

54% agreed the proposals would improve active travel opportunities, while 28% disagreed.

If the proposals go ahead:
38% of respondents said they would walk more
50% said they would cycle more
23% said they would drive less.

Segregated paths

74% believed segregated paths would be safer for walking than shared paths.

Connections

51% agreed the proposals would improve connections, compared to 27% who disagreed. Agreement was higher among cyclists (69%).

Parallel crossing

Confidence in drivers stopping was higher for pedestrians than for cyclists.

Introduction

Folly Roundabout Active Travel Link



Background

Hampshire County Council has plans to install infrastructure to make it easier and safer for people to walk, wheel (use a wheelchair or mobility scooter) and cycle in Andover.

Detailed in the Northern Test Valley LCWIP 2025* (see sections 100.1.6 and 100.1.7), this proposal would improve the route connecting Western Avenue, Folly Roundabout, and Charlton Road, helping people travel more safely without needing a car.

The proposals complement and link to the Test Valley Borough Council Masterplan for Andover, especially the Western Avenue and Riverside Park project, by improving local connections and access to green spaces.

*[Northern Test Valley LCWIP 2025](#) (see page 89)



The scheme

The objectives of the scheme are to improve walking, wheeling and cycling facilities, provide safe and convenient crossings and encourage walking, wheeling and cycling for short journeys. Key features of the proposal are:

- a new walking and cycling route; a grade separated path for people walking, wheeling and cycling from the Western Avenue underpass to Folly Roundabout and linking to Charlton Road
- a new parallel crossing for walking, wheeling and cycling on the Charlton Road arm of the roundabout and improvements to the crossing of Western Avenue, by the roundabout
- better local connections; the route would make it easier to get to schools, shops, and bus stops, helping more people choose walking or cycling instead of driving

Folly Roundabout Active Travel Link– 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 inform the development plans for the Folly Roundabout Active Travel Link. Specifically, this engagement exercise sought to understand:

- current travel habits along Western Avenue in Andover
- what impact would the proposal have on travel habits
- views on the proposals in terms of making the route nicer and safer to travel along



Method

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

The feedback form was available from 3 November to 21 December 2025.

The views expressed in this report came 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.

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 a month.

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

Response summary



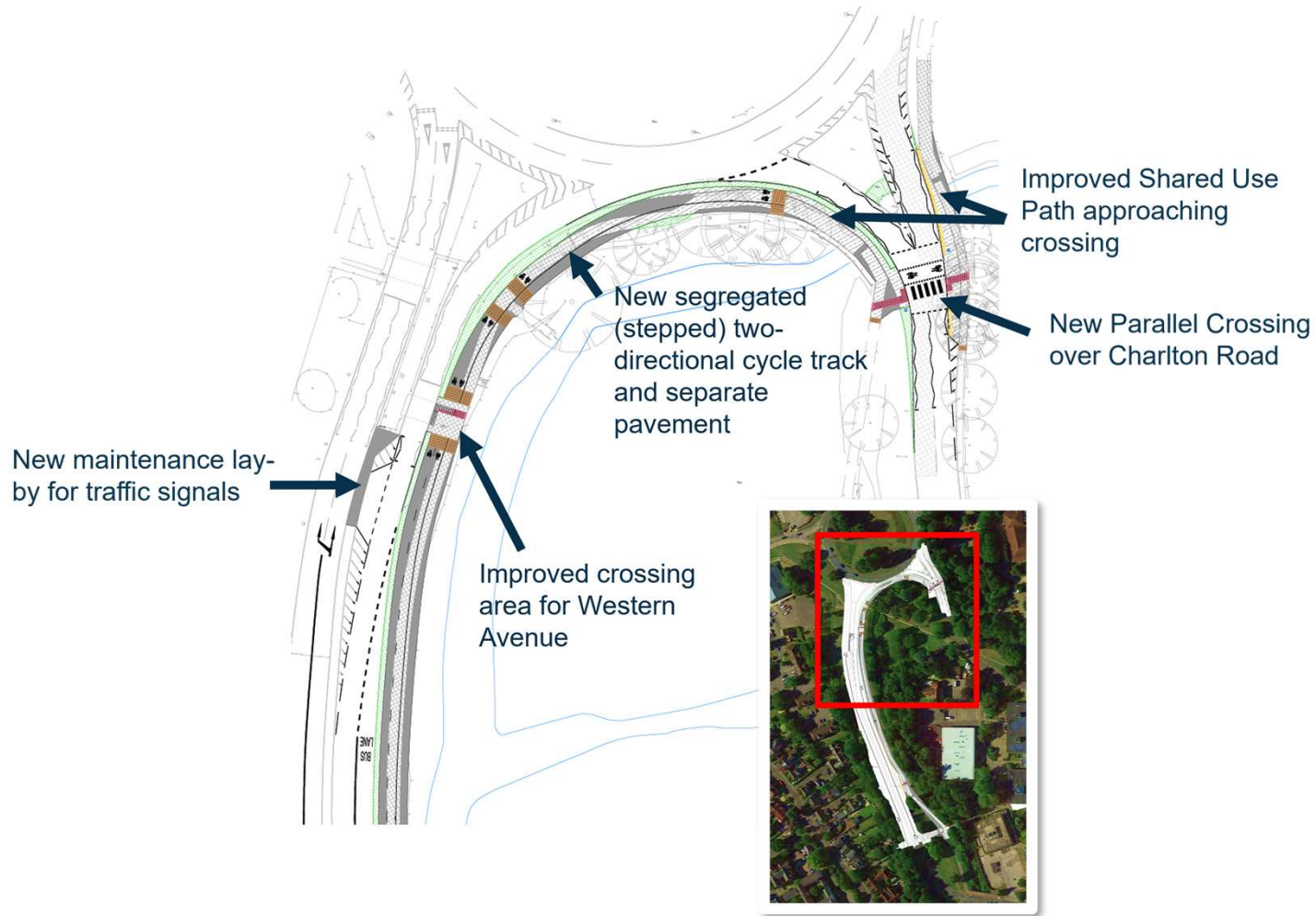
465 people viewed the information pack online, with 173 visitors reading it in-depth.



In total, 170 responses were submitted via the online feedback form.

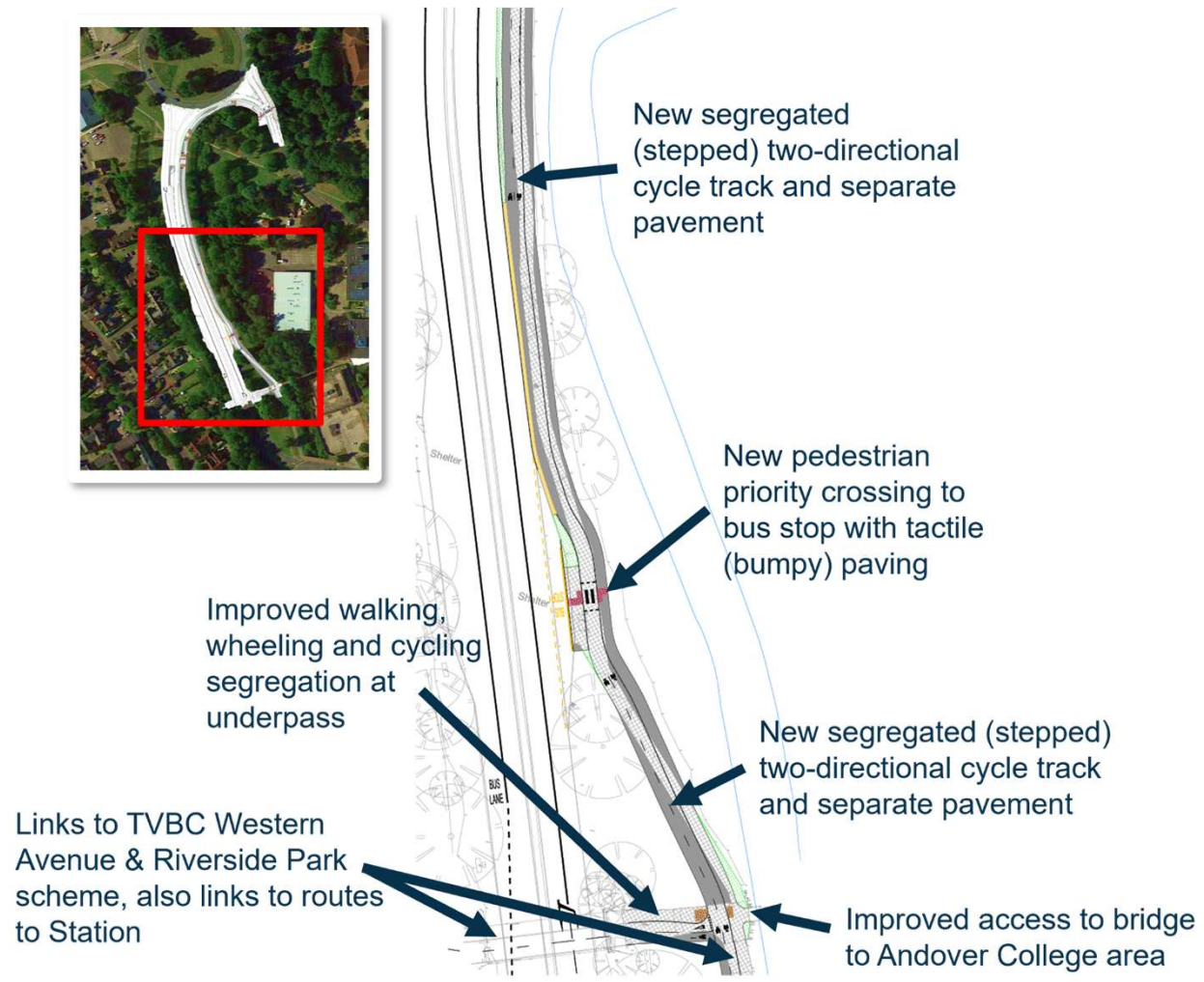
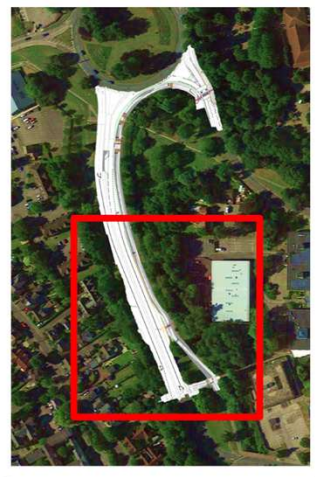


In addition, two unstructured responses were received by email. These have been included with the analysis of the 'further comments' shown on slide 18.



Scheme overview (northern section)

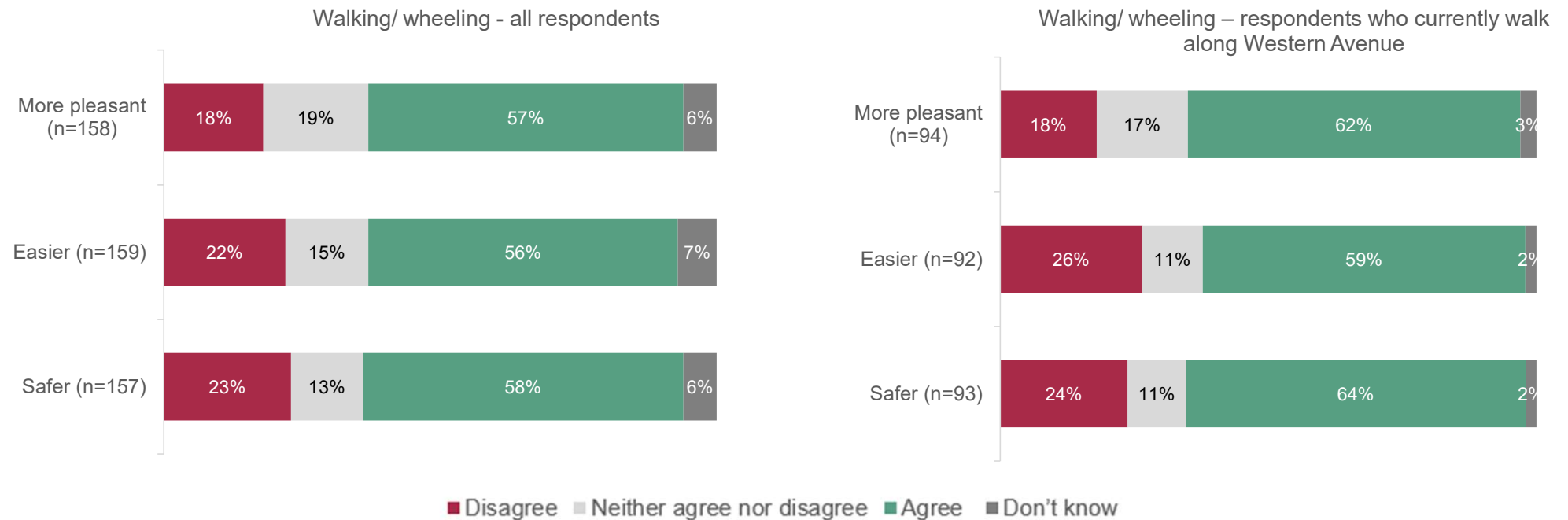
Scheme overview (southern section)



Detailed findings

Impact on walking/ wheeling

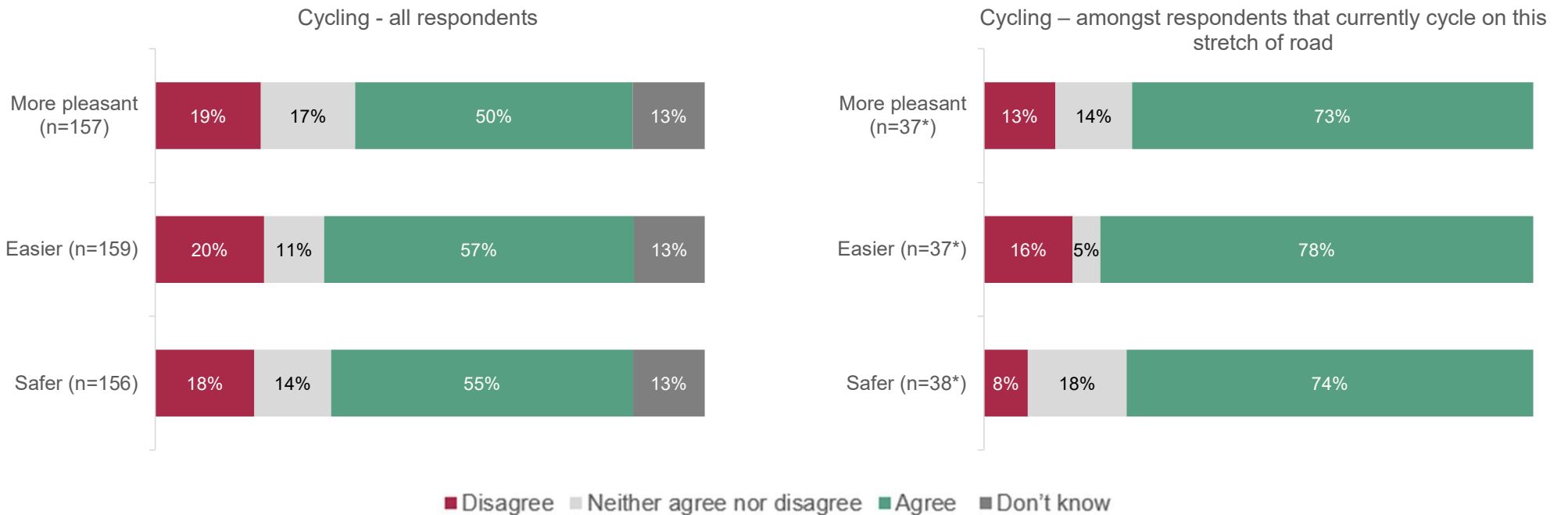
Most respondents agreed that the proposals would make Western Avenue more pleasant, easier and safer for people walking or wheeling. The levels of agreement were slightly higher amongst those respondents who currently walk or wheel along this stretch of road.



How much do you agree or disagree that the proposals would make walking/ wheeling* along Western Avenue:
 * Using a wheelchair or mobility scooter

Impact on cycling

At least half of all respondents agreed that the proposals would make Western Avenue more pleasant, easier and safer to cycle along. This increased significantly amongst those respondents that currently cycle the route (around three quarters or more).



** caution: low base*

How much do you agree or disagree that the proposals would make cycling along Western Avenue:

Proposal outcomes

Over half of respondents (54%) agreed that the proposal would improve active travel opportunities, nearly double the proportion who disagreed (28%). Half of respondents (51%) also agreed that it would improve cycling connections within Andover, rising to 69% amongst cyclists.

Improve opportunities for people to travel around Andover using active modes, if they choose to

54% of respondents agreed and 28% disagreed (n=162)

Improve connections for cycling within Andover

51% of respondents agreed 27% disagreed (n=162)

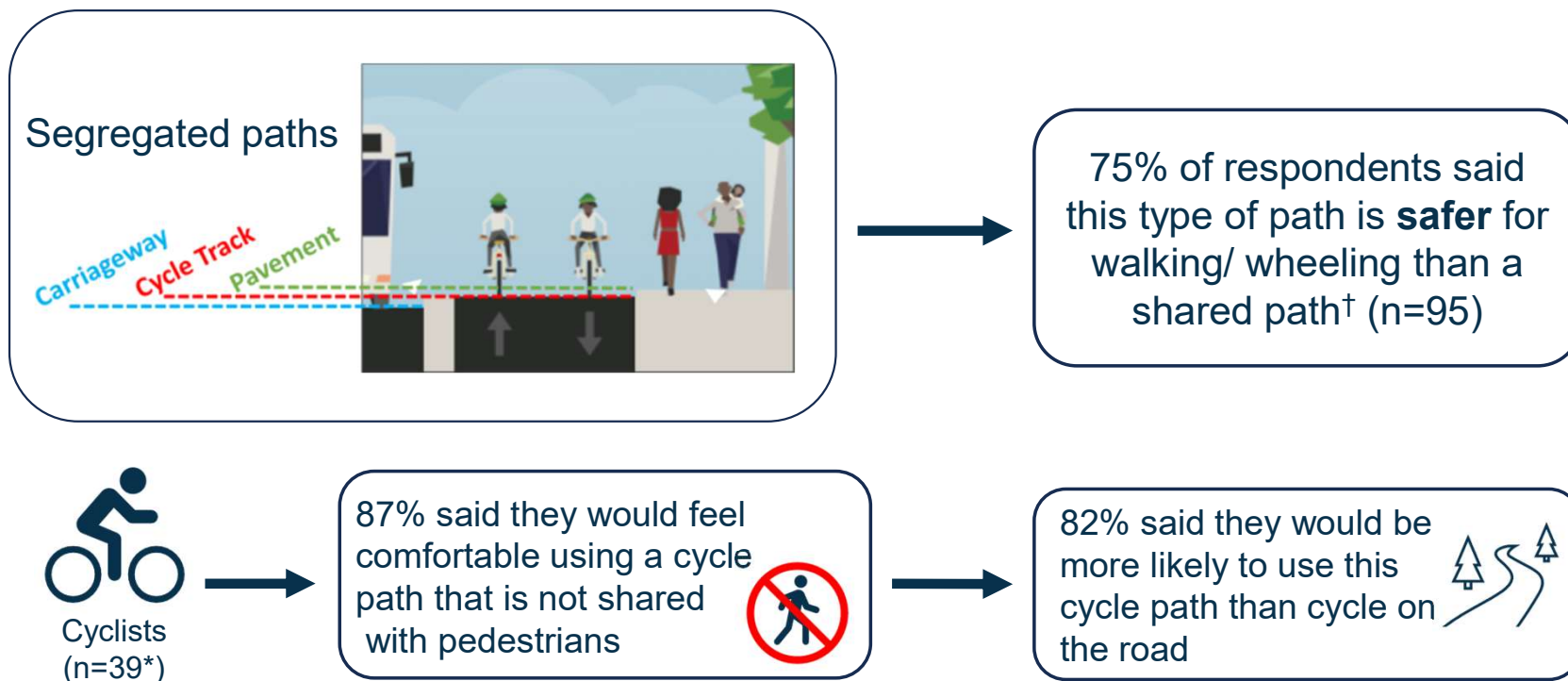
Amongst those that currently cycle, agreement increased to 69% and disagreement decreased to 14% (n=36*)

Do you think the proposals would:

** caution: low base*

Separated footpath and cycle route

Three quarters of respondents (75%) said they would feel safer walking on a path where cyclists and pedestrians are separated. Among cyclists, 87% said they would feel comfortable using a path without pedestrians, and 82% said they would be more likely to cycle on the path rather than the road if the cycle path was separated from pedestrians.

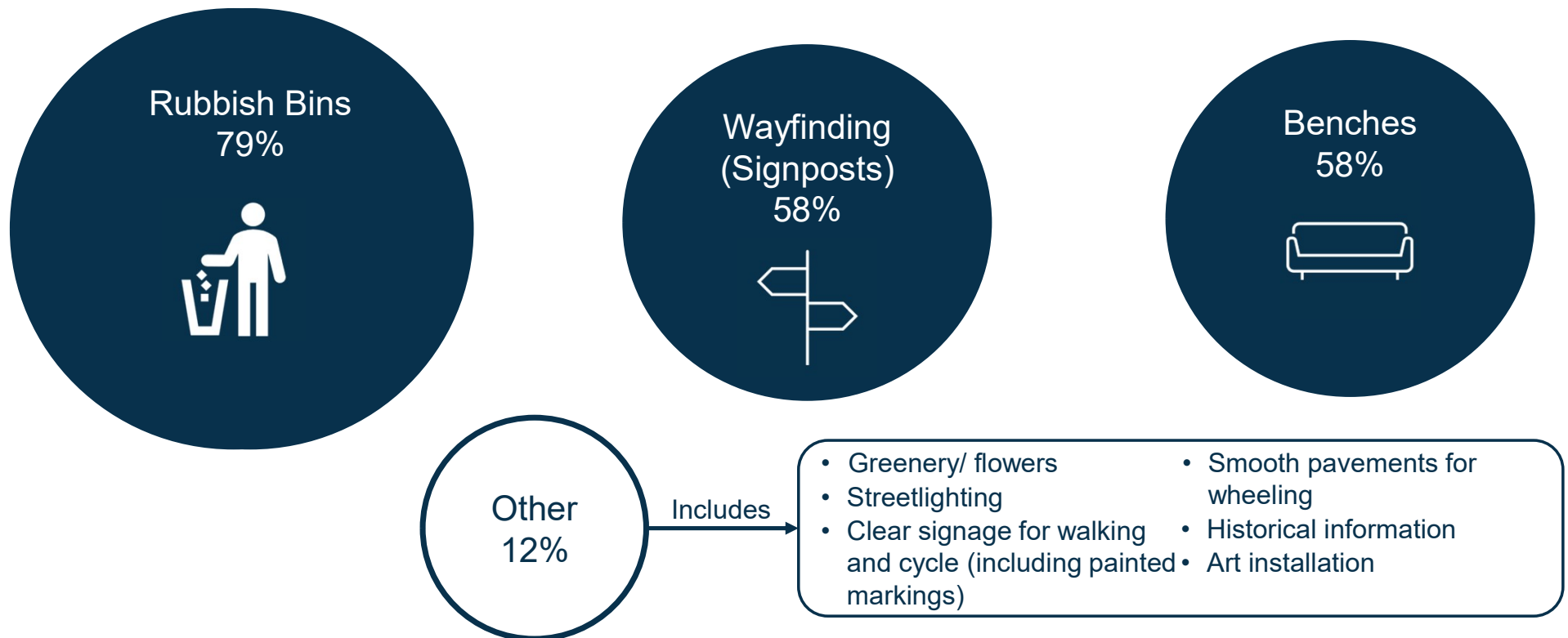


How much do you agree or disagree with the following statements: [This type of footpath is safer for people walking/ wheeling than a shared footpath; I feel comfortable using a cycle path that is not shared with pedestrians; I will be more likely to use this cycle path than cycle on the road]
†Paths where pedestrians and cyclists use the same area, sometimes separated by a white line

* caution: low base

Route facilities

Over three quarters of respondents (79%) wanted rubbish bins along the proposed walking and cycling route, and over half (58%) wanted wayfinding signposts and benches.

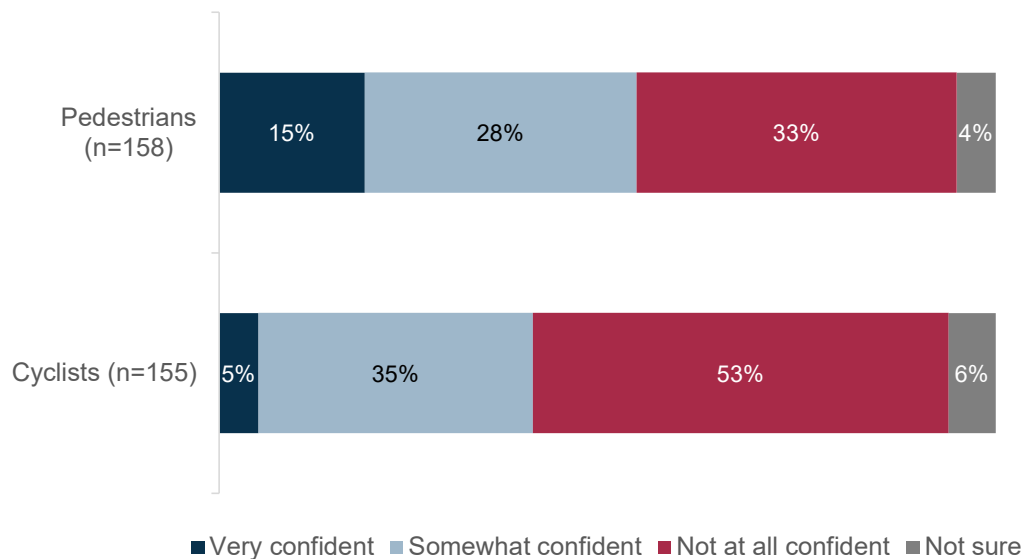


Which of the following, if any, would you like to see along the new paths? For 'something else', please state.

Parallel crossing – confidence vehicles will stop

Confidence that drivers **would stop at the parallel crossing** was similar for pedestrians (43%) and cyclists (40%). However, **lack of confidence in vehicles stopping** was higher for cyclists (53%) than for pedestrians (33%).

Confidence in drivers stopping at crossing for different users



Reasons for lack of confidence

The most mentioned reason was personal experience of traffic not stopping (22 comments)

There were also perceptions that:

- drivers are impatient or inconsiderate (nine comments)
- drivers think they have priority (six comments)
- there is a lack of awareness of the highway code (four comments)
- drivers don't pay attention to surroundings or are distracted (three comments)

Seven comments mentioned using traffic lights to encourage drivers to stop or improve safety.

At parallel crossings, drivers should stop for both pedestrians and cyclists who are waiting to cross. How confident are you that drivers will stop for:

Impact on mode of travel

If the proposals were implemented, more than a third of respondents (38%) said they would walk more, half (50%) would cycle more, and nearly a quarter (23%) would drive less



Walking

38% of respondents said they would walk more

This figure was similar for those that currently walk on this stretch of road



Cycling

50% of respondents said they would cycle more

Amongst those that currently cycle (n=38*), all predicted they would cycle either the same amount (26%) or more (73%)



Driving

23% of respondents said they would drive less

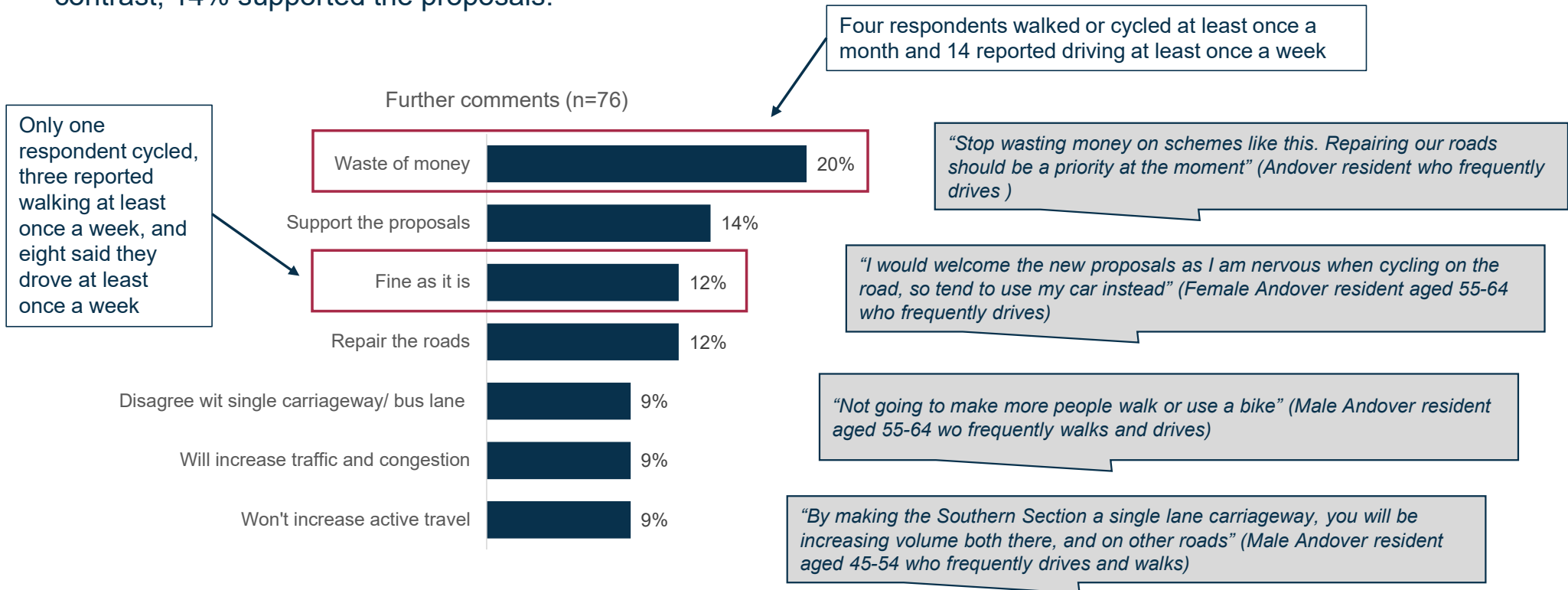
Amongst those that currently only drive (n=25**), 12% predict they would drive less with the highest proportion stating they would drive the same amount (64%)

If the proposed plans were to go ahead, would this encourage you to travel more or less often using the following forms of transport?

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

Additional and unstructured comments

The most frequently made comment was that the scheme was a waste of money (20%), and 12% felt the road was fine as it was. Most of these respondents were drivers who did not report using active travel along Western Avenue. In contrast, 14% supported the proposals.



If there is anything else you would like to tell us about the plans please do so here.

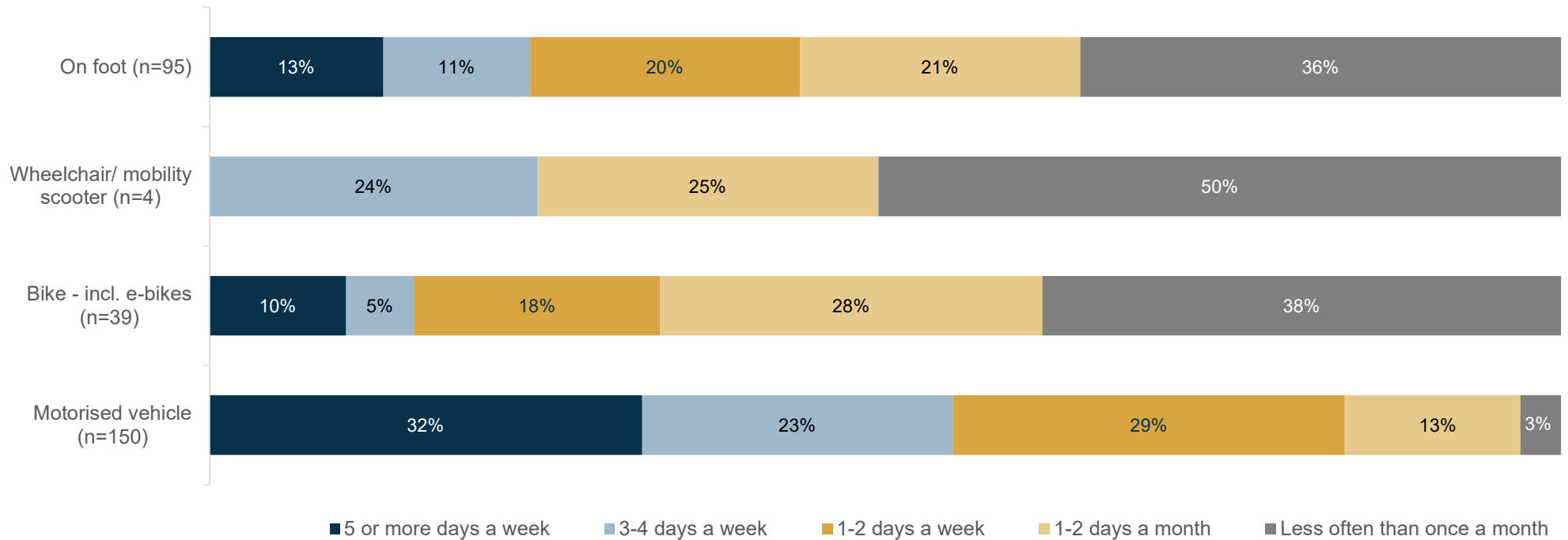
Mentions above 8% shown

Respondent profile

Methods of travel

Most respondents travel frequently (one day a week or more) along Western Avenue by motor vehicle (84%), with 44% frequently walking and 33% frequently cycling.

Modal use

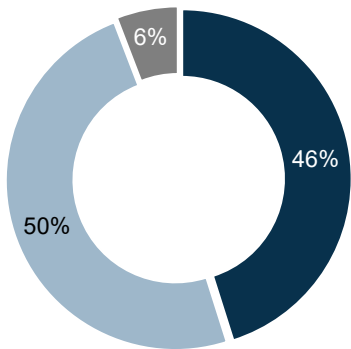


How often do you typically travel along Western Avenue by the following methods of transport?

Respondent profile (1)

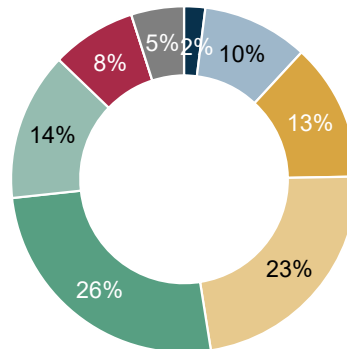
50% of respondents were female and 46% male, almost half (49%) were aged 45-64 and 86% were Andover residents.

Gender (n=165)



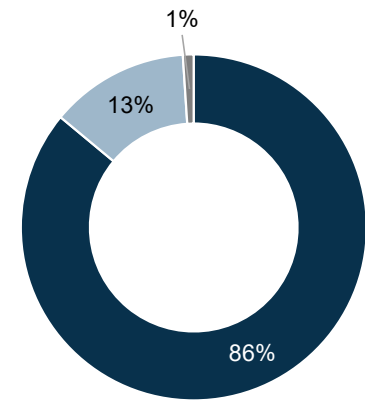
■ Male ■ Female ■ Prefer not to say

Age (n=167)



■ Under 25 ■ 25-34
■ 34-44 ■ 45-54
■ 55-64 ■ 65-74
■ 75-84 ■ 85+
■ Prefer not to say

Residence (n=167)



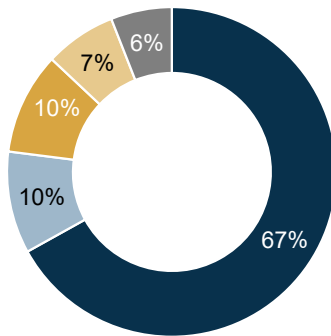
■ In Andover ■ Outside Andover ■ Prefer not to say

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

Respondent profile (2)

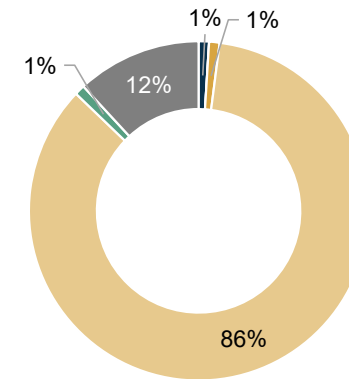
17% of respondents reported having a disability affecting their mobility and 86% were of White ethnicity.

Mobility (n=167)



- None
- Yes but they do not limit my mobility
- Yes and they limit my mobility a little
- Yes and they limit my mobility a lot
- Prefer not to say

Ethnic group (n=166)



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

Is your ability to move around your local area limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? What is your ethnic group?