

A30 SW Corridor – Brighton Hill Roundabout Improvements Consultation

Findings Report

October 2018

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Introduction

Context

The A30 South West (SW) Corridor provides an important link between the M3 Junction 7 and Basingstoke Town Centre, serving existing communities in South Ham, Brighton Hill, Kempshott and Hatch Warren. A number of new housing developments are proposed or being implemented along the corridor, at locations identified in Basingstoke's Adopted Local Plan. These will increase travel demand in future years.

The County Council has provisionally secured £13 million of Local Growth Deal funding from the Enterprise M3 Local Enterprise Partnership for improvements to the A30 South West Corridor. This is matched by £5.6 million of funding from the County Council (primarily financial contributions from new developments) giving a total budget of £18.6 million. This funding will be used to implement proposals that address existing and future congestion problems along the corridor.

Consultation aims

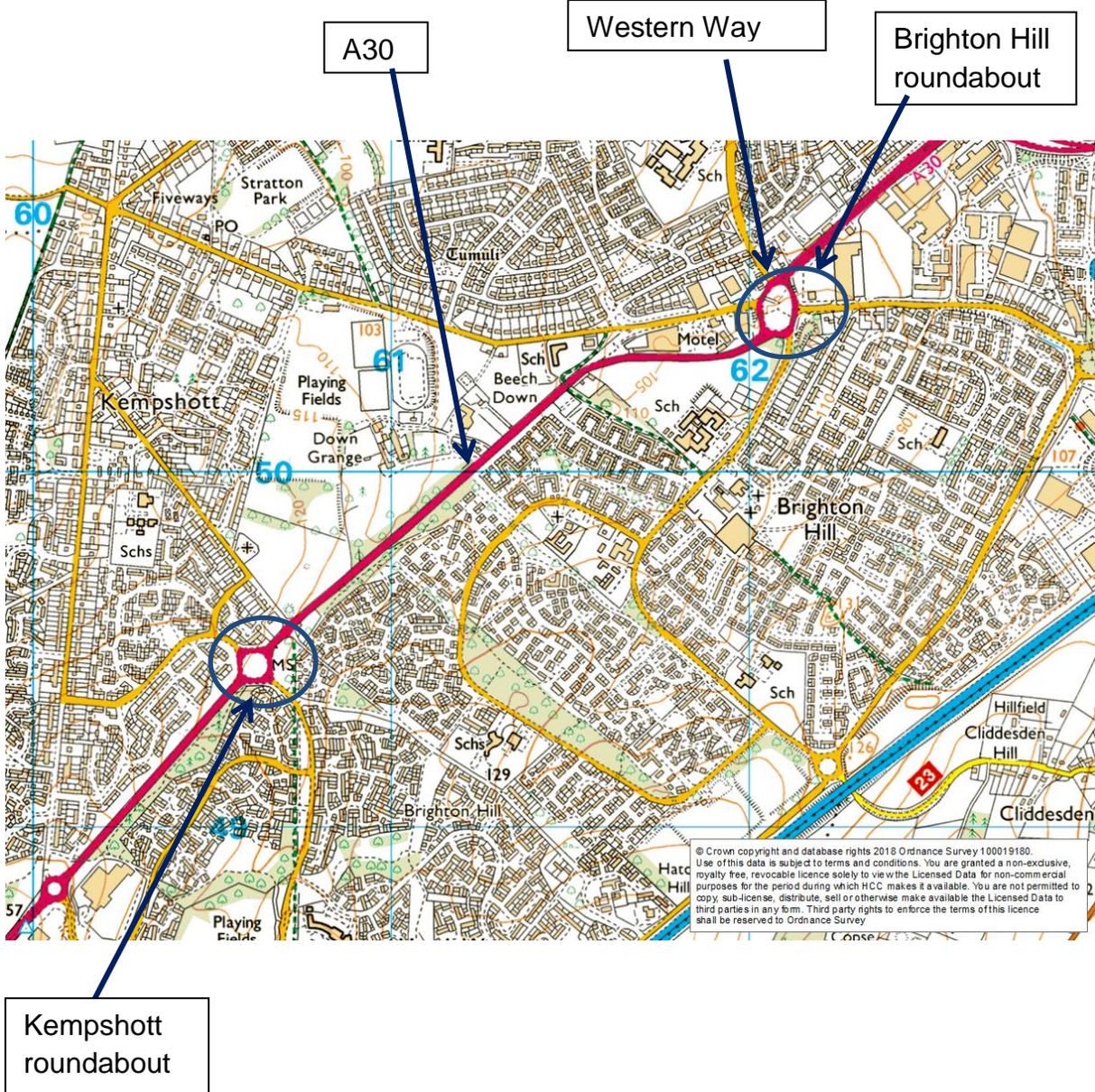
This report summarises key findings from the public consultation which took place from 3 September 2018 to 1 October 2018. The consultation was an opportunity for local residents and businesses to provide their views on the proposed improvement scheme to Brighton Hill roundabout, as well as an opportunity for respondents to give their views on the initial ideas to improve the Kempshott Roundabout and the A30 South West Corridor more generally.

The consultation sought to understand:

- the extent to which residents and the public support the County Council's proposed scheme as well as understanding any alternative suggestions respondents might have;
- what the public's views are on the initial ideas for improvement to the Kempshott roundabout; and
- initial feedback on the A30 South West Corridor and what the public think could be done to improve traffic flow.

Geographical scope of consultation

The below map shows the location of the proposed improvements:



Summary of Key Findings

- The potential improvements to Brighton Hill Roundabout were, for the most part, well received by respondents, with over half identifying that they agree with 'some aspects' of the proposal and over a quarter more agreeing with 'all aspects'.
- The possible closure of Western Way was the main reason that respondents did not agree with all aspects of the proposal. The majority of respondents were, however, supportive of its closure, provided that an alternative route could be made to the A30 via the football ground site.
- The potential improvements to pedestrian and cycle access on Brighton Hill were positively received by the majority, despite concerns by a small proportion of respondents that the improvements may impede traffic flow.
- Respondents were given the opportunity to express any alternative suggestions for improvement to Brighton Hill Roundabout and the A30 South West Corridor. The most frequently mentioned alternatives were to introduce traffic calming measures on the Brighton Hill roundabout, such as enforcing a strict speed limit, adding in the proposed traffic light system and improving road markings. The most frequently mentioned improvement for the A30 South West Corridor was to create a dual carriageway to cope with increased traffic from new development.
- Impacts given by respondents were varied. Some mentioned how there could be a negative impact on traffic flow due to the proposed changes, such as increased journey times due to the introduction of traffic lights. However, the same proportion of comments were attributed to the potentially positive impact of the proposals, such as improved movement and access through the area by cars, cyclists and pedestrians.
- The initial improvement ideas for Kempshott Roundabout were well received by respondents, with just under a third agreeing with at least one of the options presented. However, there was no clear preference of the options presented, at this stage.
- Respondents also gave a number of alternative suggestions for Kempshott Roundabout, such as adding traffic lights to the roundabout without widening the road, creating alternative routes through the area and adding in dual carriageways on approach to the roundabout to alleviate congestion.

Responses to the consultation

Who responded?

There were 329 responses to the consultation questionnaire, which breaks down as follows:

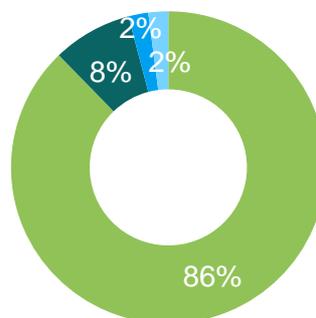
- 118 responses were submitted through the online response form
- 211 were submitted via the paper response form.

Of these responses, 321 were from individuals and 8 were from organisations or groups.

There were also five separate unstructured responses that were received within the consultation period; these responses are also included in this report.

The majority (86%) of responses were from respondents who indicated that they were a local resident.

Who are you? (Base: 329)



■ Local resident ■ Member of the public ■ Organisation or group ■ Other

The majority of respondents were aged over 55 (65%) with only 8% under the age of 25 (base: 317).

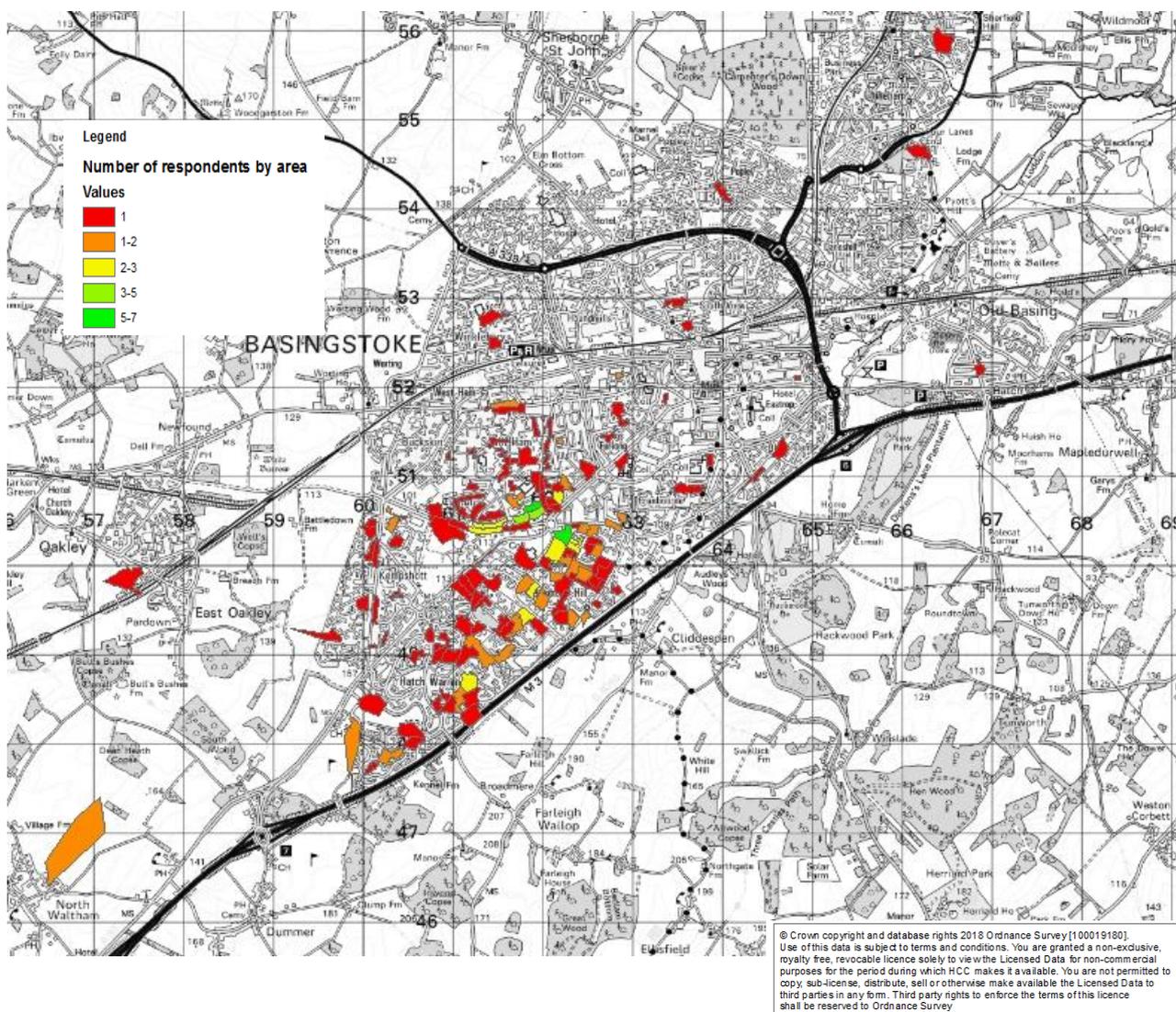
16% of respondents indicated that their ability to move around Basingstoke in general was either limited 'a lot' or 'a little' because of a health problem or disability (base 311).

A detailed participant profile is provided in Appendix 5.

Location of respondents

Respondents were asked to provide their postcode. A high proportion of the respondent base was made up from residents in the area, with 86% of the participant profile coming from this group.

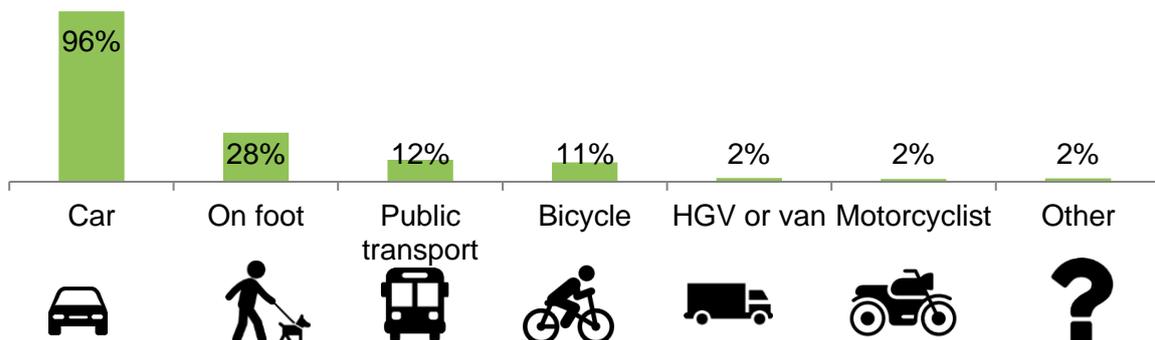
The map (below) shows the distribution of respondents by postcode. The highest concentration of respondents were from the Brighton Hill area, however responses were received across Basingstoke.



Modes of transport used to travel around Brighton Hill

Respondents predominantly use motorised vehicles to travel along and around Brighton Hill Roundabout (96%). 28% of respondents also indicated that they walk along or around Brighton Hill Roundabout, 12% use public transport to make their journey and 11% cycle around Brighton Hill.

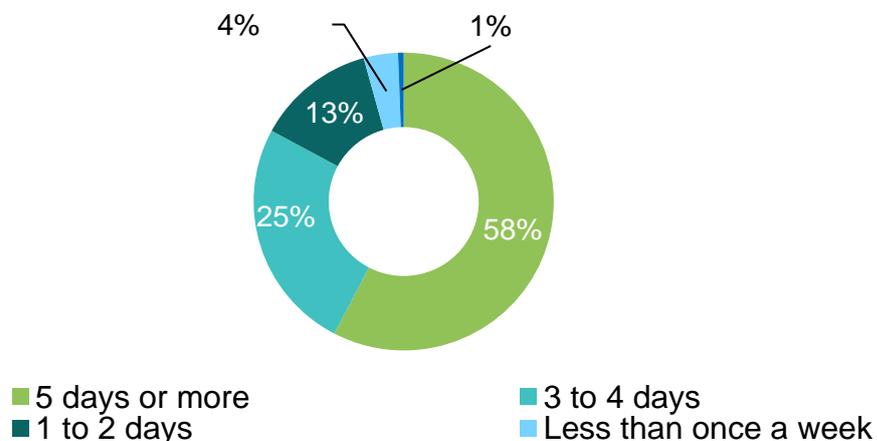
Mode of transport by respondents at Brighton Hill Roundabout
(Base: 318, multi-choice)



Frequency of travel through or around Brighton Hill

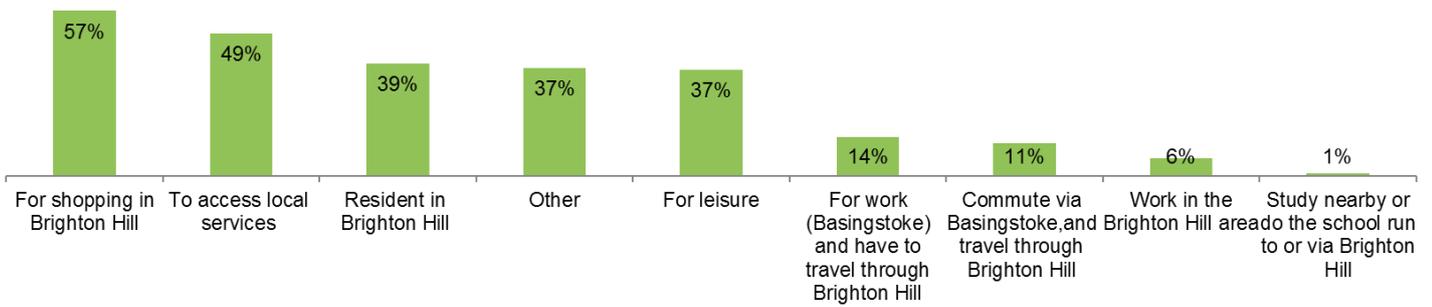
Traffic issues, particularly those experienced by car users, are likely to be well known by the majority of respondents, with over half of respondents travelling through Brighton Hill five or more days during an average week. A further 25% indicated they used the roundabout three to four days per week.

How many days in an average week do you use Brighton Hill Roundabout? (Base: 321)



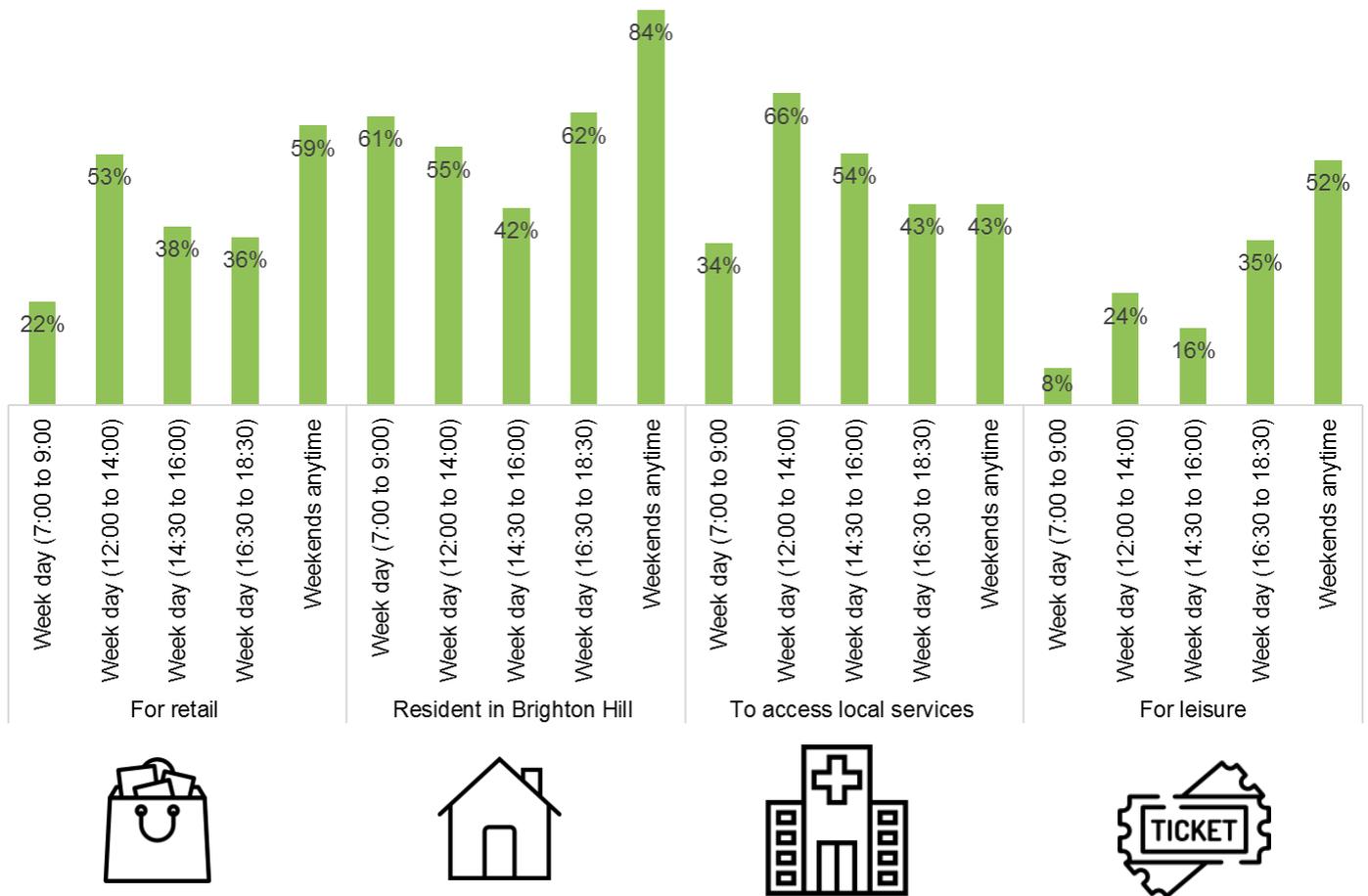
Respondents were also asked for what reason(s) they come into or travel around the Brighton Hill area. The majority of respondents said that they travel to Brighton Hill to access shopping facilities (57%) with many also accessing local services in the area (49%). 39% of respondents said that they were residents of Brighton Hill, whilst a further 37% travelled to Brighton Hill to access leisure facilities such as bars and restaurants.

For what reason(s) do you come into, or travel around the Brighton Hill area? (Base:319, multi-choice)



37% of respondents said that they travel to Brighton Hill for other reasons such as travelling through the area to access the M3 motorway or to visit family or friends that live in the area.

Times of the day that respondents make their journey.
(Base: 182, 124, 157, 177 multi-choice)



Not surprisingly, respondents that said that they travel through Brighton Hill to access leisure facilities, made those journeys predominantly over the weekend (52%). The preferred journey time for accessing leisure facilities during the week was between 16:30 and 18:30, presumably after work, school or other commitments.

Similarly, respondents that made journeys to access retail areas were also more likely to make those journeys over the weekend, as well as during the week between 12 midday and 14.00.

Respondents that travel through Brighton Hill to access local services such as health care, day centres or council services were more likely to make those journeys during the weekday, particularly between the hours of 12:00 – 16:00.

Respondents that travel around Brighton Hill because they live in the area were more likely to make those journeys during the weekends, with 84% of respondents choosing this category. During weekdays, the least popular times of travel for residents were between 12:00 to 14:00 and 14:30 to 16:00.

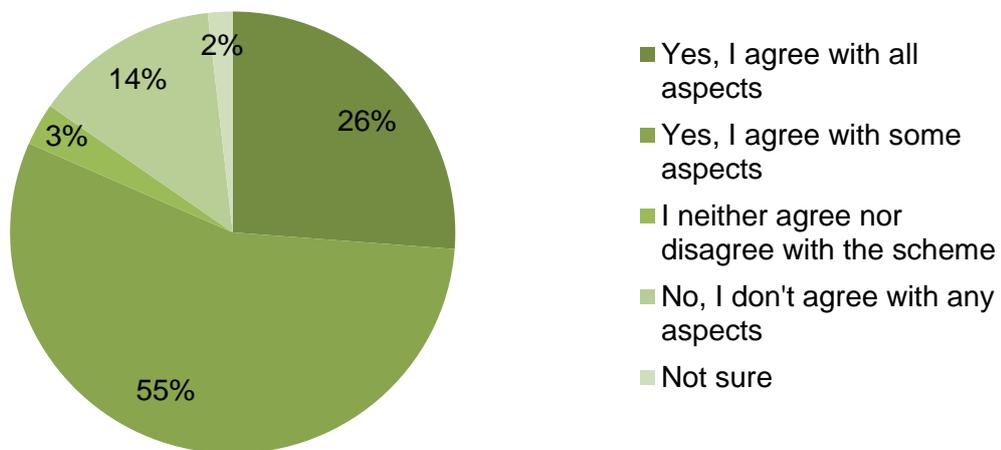
Respondents' feedback on the proposed Brighton Hill Roundabout improvements

Overall agreement with the proposed Improvements to Brighton Hill Roundabout

Respondents were asked to what extent they agreed or disagreed with the proposed improvement scheme for Brighton Hill Roundabout. Over 8/10 responded positively with 26% agreeing with all aspects of the proposed scheme and a further 55% agreeing with at least some aspects.

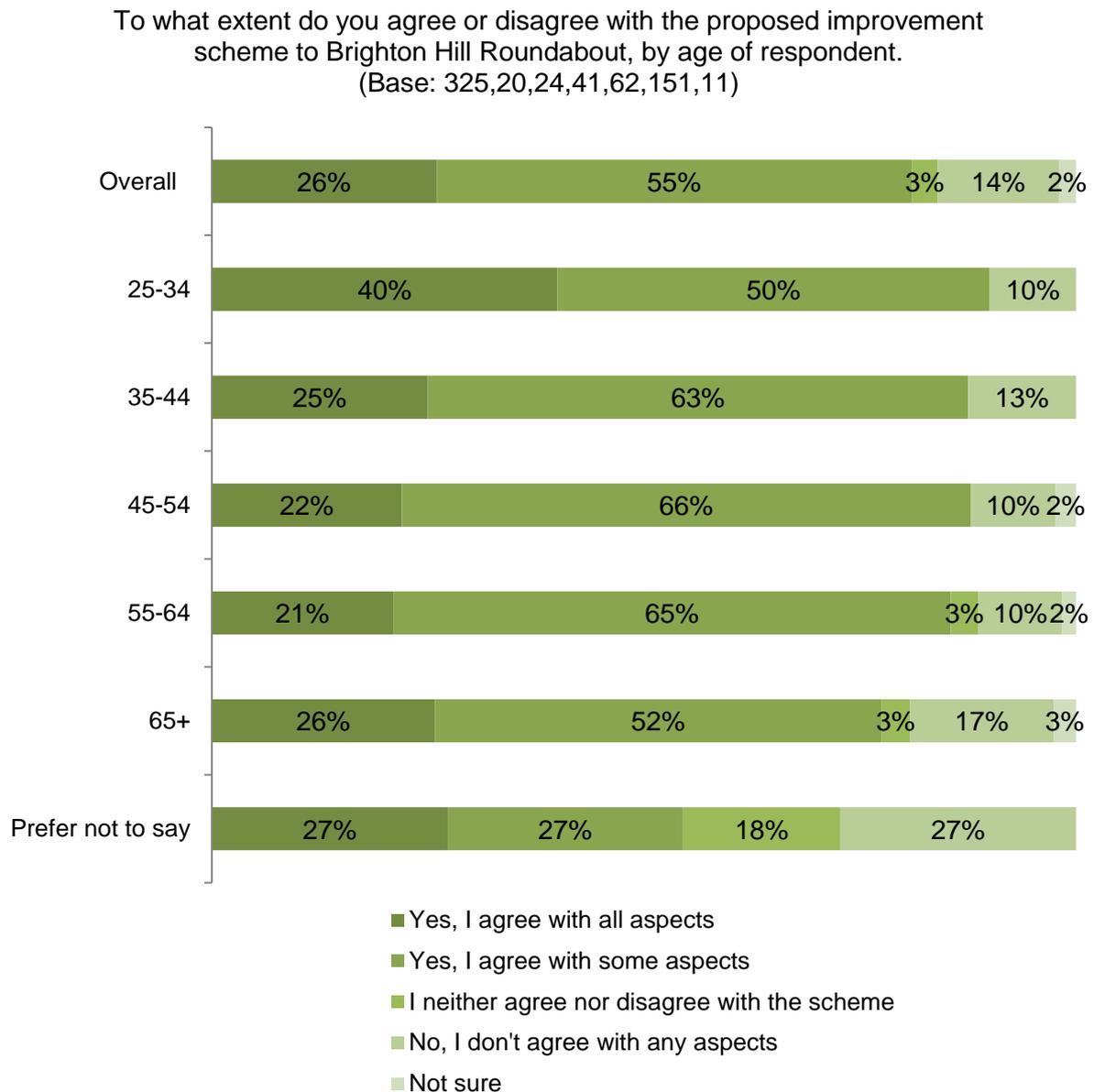
Only 14% of respondents said that they did not agree with 'any aspects' of the scheme.

To what extent do you agree or disagree with the proposed improvement scheme to Brighton Hill Roundabout? (Base:325)



Differences in responses

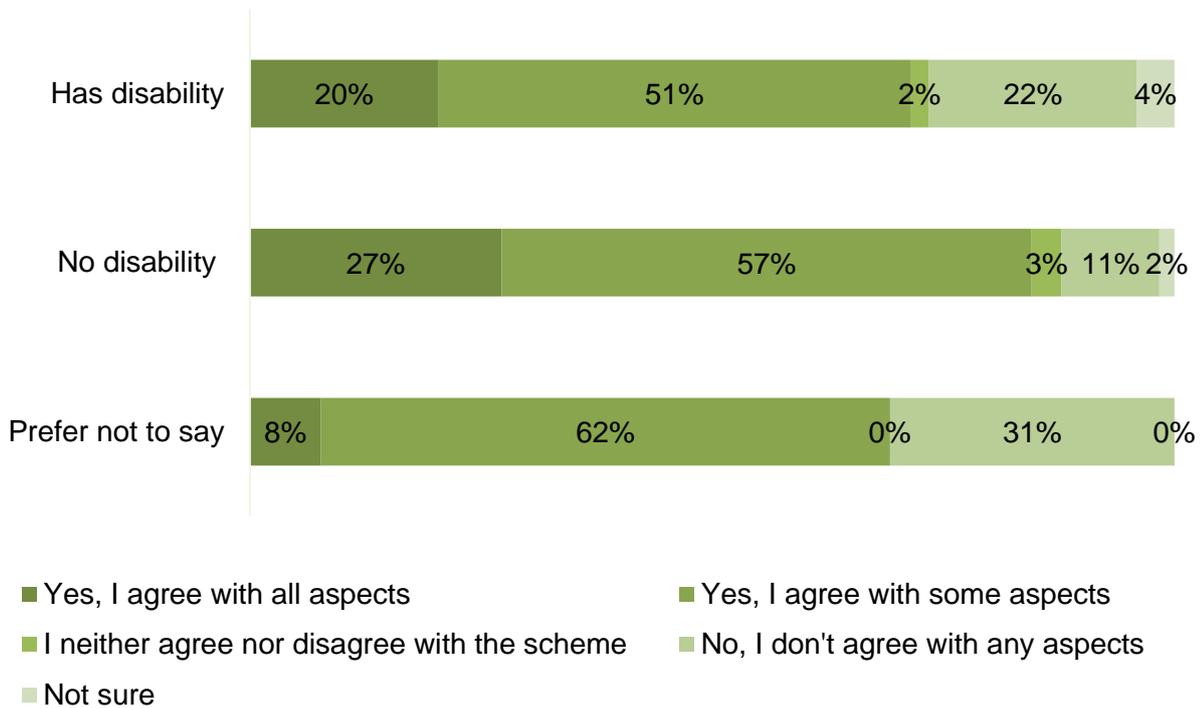
Some groups were more likely to agree with all aspects of the proposal than other groups. Those that mentioned they were between the ages of 25 and 34 were more likely to agree with all aspects of the proposal (40%) when compared to the average respondent (26%).¹ The below graph shows a breakdown of responses by age:



¹ Please note, as there were fewer than 10 responses from those under 18 and those within the age bracket of 18-24, these have not been included due to levels of data accuracy, and to ensure the anonymity of respondents.

Although base sizes were low, respondents who said that they had a disability (that either affected them by ‘a lot’ or ‘a little’) were more likely to disagree with the proposal (22%) when compared to the respondent average (14%). Despite this, a large proportion of this group were positive about the proposal with 71% either agreeing with all or some aspects of the proposal:²

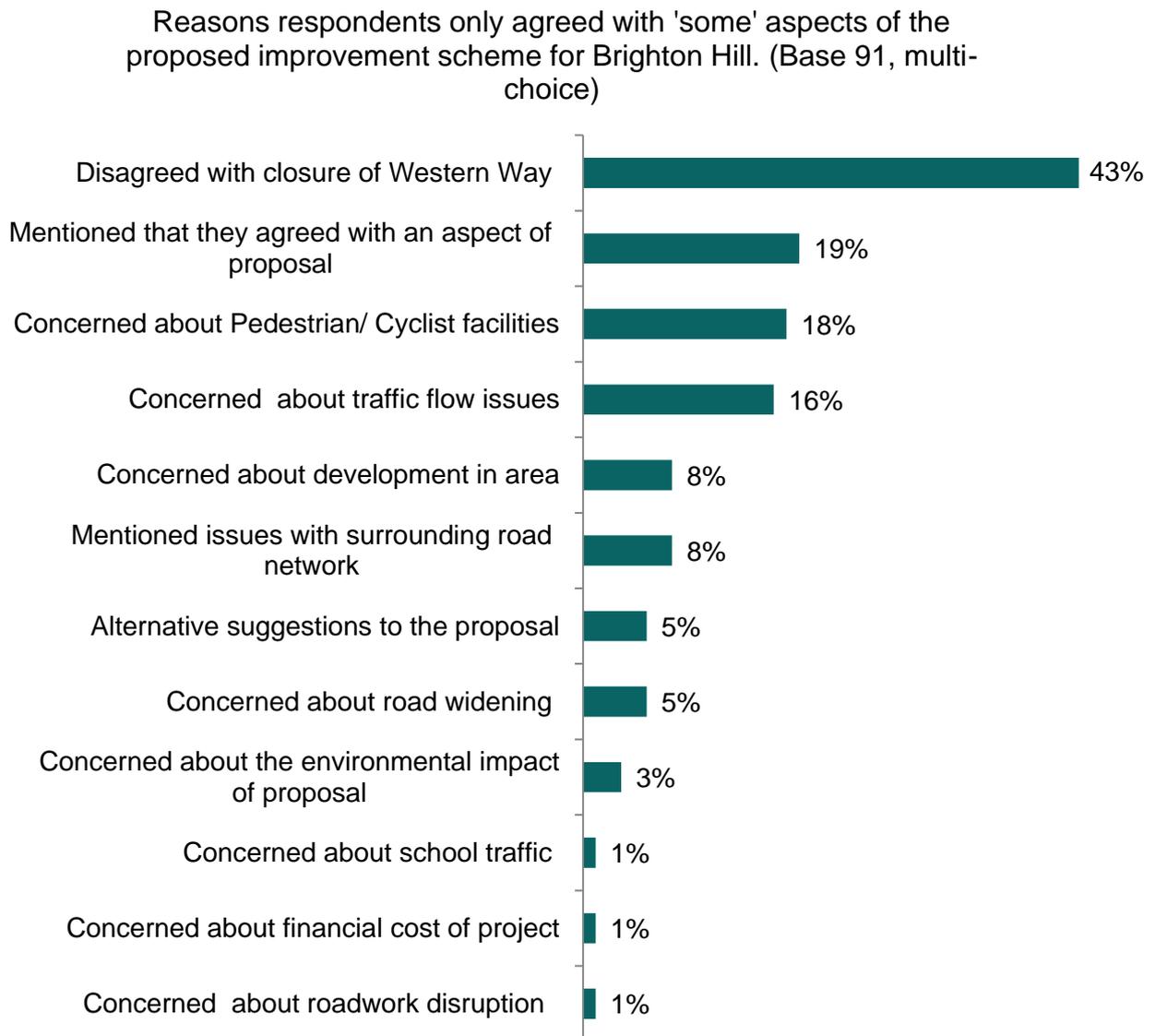
To what extent do you agree or disagree with the proposed improvement scheme to Brighton Hill Roundabout? By disability. (Base,49,246,13)



² Please note that, due to small sample sizes, the two categories that describe disability in the consultation questionnaire were combined to analyse a larger base number and to avoid data misrepresentation.

Reasons that respondents only agree with 'some' aspects of the proposed improvement scheme for Brighton Hill

Respondents were asked to provide a comment as to why they agreed with 'some' aspects of the proposal. The chart (below) quantifies the verbatim comments for this question:



43% of respondents who indicated that they agreed with 'some' aspects of the proposal, stated that this was because they disagreed with the closure of Western Way. Respondents were concerned that the closure could impact on adjacent residential streets such as Buckland Avenue, Mansfield Road and Pack Lane.

Buckland Avenue was mentioned frequently with 19% of comments attributed to this specific road alone. Those that mentioned Buckland Avenue were concerned that the closure could increase congestion and increase the number of road users using the road as an alternative to the Western Way entrance/ exit. Other respondent comments were worried that the surrounding roads could be used as alternative routes or 'rat runs' through residential areas:



Proposed closure of southbound western way will pose problems. the alternative will be to turn down Buckland avenue then enter the roundabout via Winchester road by pied piper, or if wanting to access A30 to south west go through side streets via pack lane to get to Kempshott roundabout.

Providing Mansfield road, Buckland Avenue do not suffer from increased traffic cutting through and becoming " rat runs" I agree with this proposal.

Traffic will use Buckland Avenue as a rat run if western way is blocked off.

Living at south ham, stopping at Asda would mean either going to Winchester road R/A and back or cutting down Buckland avenue which probably would increase traffic on that road.

Buckland Avenue & the area by the shopping parade will become congested. People will use Buckland Avenue as a rat run... At 2.45pm to 3.15pm parents picking up children from Aldworth School along the road causing further congestion.

18% commented how the potential introduction of pedestrian and cycle crossings were the reason that they could only agree partially with the proposal. Respondents felt that the crossings could be unnecessary due to the existing subway provision for both cyclists and pedestrians:



New pedestrian/ cycle crossings not necessary because existing paths and underpass are sufficient. new crossings across busy roundabout are potentially dangerous to pedestrians and cyclists: particularly school children.

I note the proposed installation of above ground pedestrian crossings at two points on the roundabout. They are close to the exit from the roundabout and will cause congestion- particularly at peak times for addition any tail backs to the lights on the roundabout would be dangerous.

I do not agree with introducing cyclists onto the carriageways. Currently, virtually all cyclists use the underpass & are totally safe, To move cyclists onto the road would introduce much more risk to the cyclists...

I do not agree with introducing pedestrian crossings. The roundabout will be busier so why introduce a further factor to delay traffic flow. Pedestrians now use the subways - you will very rarely see people crossing the roads now.

Following this, some respondents (16%) were concerned about traffic flow and argued that traffic lights could potentially create a 'stop start' nature to traffic, which may result in more traffic issues and increasing journey times:



I agree with the proposal to widen the approach roads and roadway around the roundabout. This will increase traffic flow and reduce delays. I think that the proposal to include traffic lights is bad. These break up the traffic flow causing it to stop and start

Concerned about breaking flow with too many sets of traffic lights due to pedestrians crossing only use subways for pedestrians keep people and vehicles separated as much as possible



I have concerns about the introduction of traffic lights on the roundabouts and another set of traffic lights on Winchester Road. Unless the traffic lights are "intelligent" and link together at peak times, with other roundabouts (i.e Winchester Road Roundabouts) the introduction of traffic light could cause more traffic problems.



19% commented on the potential positives the proposal could bring, such as the introduction of traffic lights on the roundabout and the potential the traffic lights could have on easing traffic flow:



Traffic lights have eased flow/ congestion on Winchester road roundabout so hopefully this will ease here too.

I would have traffic lights that only operate at peak times.

Brighton Hill roundabout has needed traffic lights for many years.

I think that traffic lights will help traffic flow at busy times but would prefer them to be part time lights as I have experienced Birmingham city centre. Traffic lights increase pollution (cars have to stop uncertainty), increase councils electricity bill and impede the traffic flow which may drive traffic onto other residential routes e.g. Kempshott Lane.

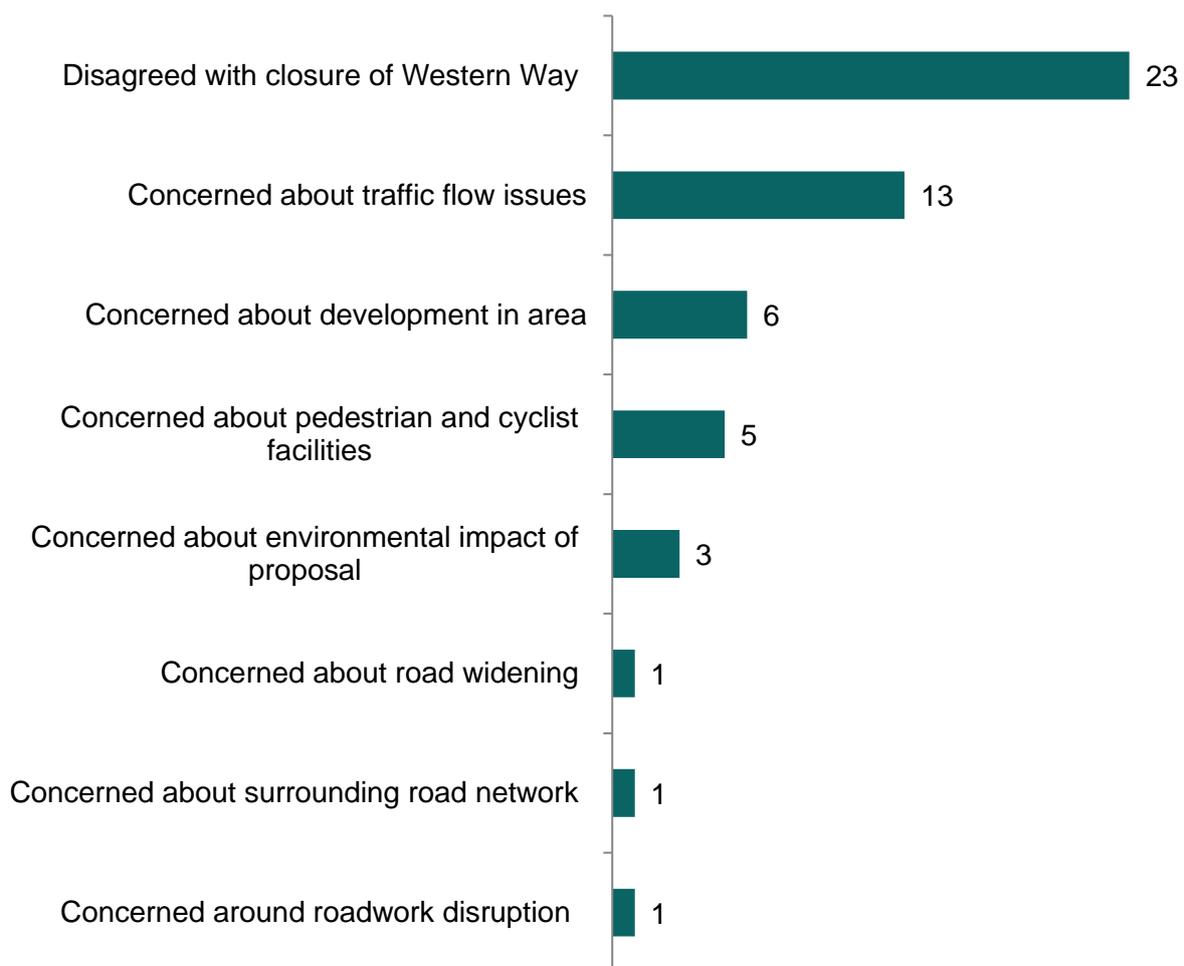


Reasons respondents disagree with all aspects of the proposed improvement scheme for Brighton Hill

Respondents who indicated that they did not agree with any aspect of the proposal were also asked to provide a comment. Of the 44 respondents who said that they did not agree with any aspects of the proposal, 39 provided a comment. As the sample size is particularly low for this question, results are shown by count rather than percentage and should be taken as anecdotal. The results, however, do provide an overview of some of the potential issues respondents recognised with regards to the proposal.

This group mentioned similar reasons to those raised previously. They were also concerned with traffic flow and how the potential development in the area could affect traffic.

To what extent do you agree or disagree with the proposed improvement scheme for Brighton Hill Roundabout? : If 'No' please explain your reason . (Base: 39)



The most frequently mentioned concern was the closure of Western Way (23 comments). Again, respondents were concerned that the proposal to close Western Way might be felt the most in residential areas such as Buckland Avenue, in particular through increased traffic and increased risk to pedestrians.



“ I don't agree with closing the southbound access from western way. This will cause enormous problems with traffic being forced down Buckland that is already high and back onto Pack Lane that is already heavily congested onto Brighton Hill roundabout, Buckland Ave. is a narrow residential road ... struggle now to get through.

Closing access via Western Way on to the roundabout will create a series of rat-runs through Buckland Ave, Mansfield Rd, Kelvin Hill & Hill View Road. Any closure of the M3 will cause absolute chaos - as it is, tailbacks have been huge. School runs - has anyone considered these in South Ham & Brighton Hill Schools?

There is no entry into the roundabout from western way. Without this entrance fire trucks which use Western Way every day will get delayed. The new diversion through the old football club will NOT be suitable. All traffic trying to get to the M3 south bound will be forced to use local roads increasing the risk to pedestrians.



The potential impact that the proposal could have on traffic flow was also a point of contention (13 comments). Respondents mentioned how the introduction of traffic lighting on the roundabout could increase congestion in the area, rather than solve it:

“ Adding traffic lights doesn't actually solve the problem of increasing capacity at the junction - it just increases the already lengthy queues to the junction. The only viable solutions that actually remediate the problem instead of dancing around it are either a doughnut or a flyover.

The scheme will slow traffic in all directions, create tidal traffic patterns that will affect local movements and generally not solve the main problem which is to separate strategic traffic from local traffic.



Too many traffic light stops, traffic will stack up between traffic lights, stop/start, take too long to navigate the roundabouts.

Traffic lights will cause extra delays, roundabouts are quicker without them.



Six respondent comments revealed a concern around the potential development planned for the Brighton Hill area and how this may impact on the road network itself:

“The planning doesn't take into account the extra housing being built around this side of Basingstoke or the new shopping complex. Computer modelling could be used but there is no real data available.



Another six respondent comments suggested that the proposed pedestrian and cycle crossings could negatively impact traffic flow. Respondents felt that the addition of crossings would not be required since there is a sufficient and safe way to cross the roundabout via the existing subway:

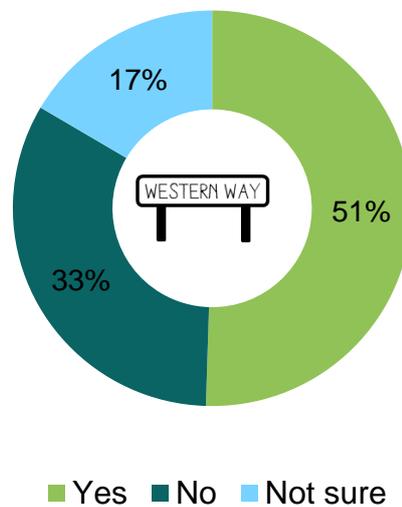
“...Pedestrian crossings on the Brighton Hill roundabout are not needed due to the underpass, (which I do use recreationally) and they will cause a big traffic disruption.



The proposed closure of Western Way

As previously noted, open text comments highlighted dissatisfaction with the possible closure of Western Way, and for some respondents, this was the reason they did not agree either fully or partially to the proposed improvement scheme for Brighton Hill. This dissatisfaction, however, was not felt by all respondents, as shown in the graph below:

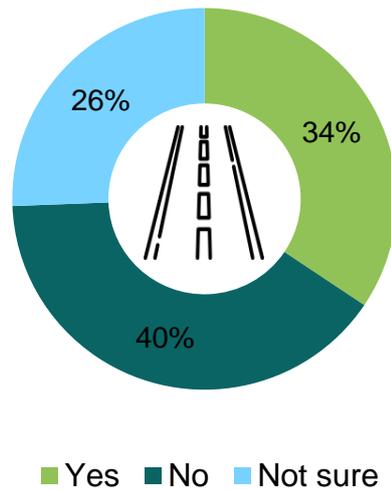
Do you support the proposed closure of Western Way onto the Roundabout, providing an alternative route can be provided to the A30 via the football ground site? (Base: 326)



Just over half (51%) of respondents said that they would agree with the closure of Western Way, provided that an alternative route could be provided to the A30 via the football ground site. 33% said that they did not agree with the closure and a further 17% of respondents were not sure.

Respondents who said that they agreed with the proposed closure were also asked if they would support the closure of Western Way if the link road through the football ground site was not possible:

If the proposed link from Western Way to the A30 through the football ground site is not possible, would you still support the closure of Western Way? (Base: 214)

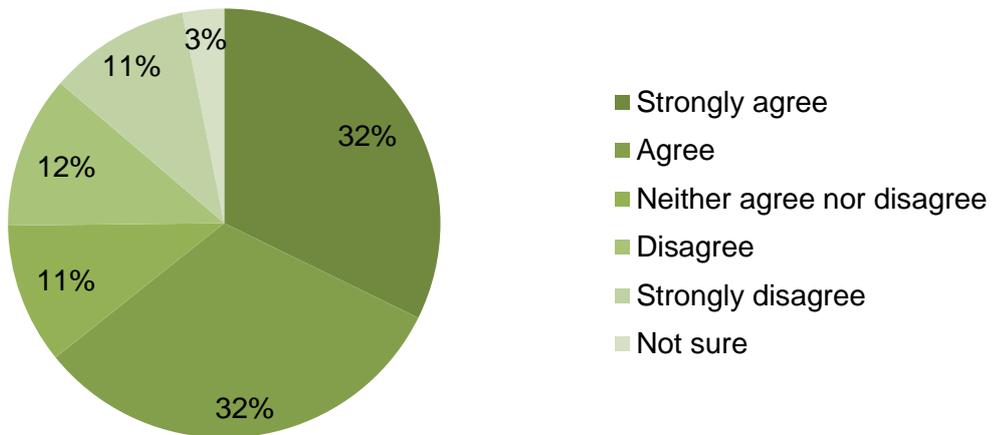


A mixed response was received for this question with 40% of respondents indicating that they opposed this idea, and 34% of respondents indicating that they would still support the closure even if the alternative route through the football ground site was not possible.

Pedestrian and cyclist access on Brighton Hill

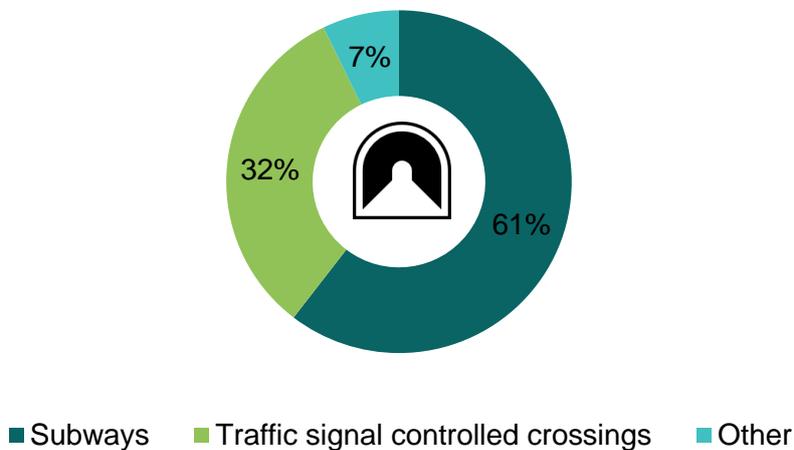
Respondents were largely positive about the proposed changes to the pedestrian and cyclist access on Brighton Hill, with 64% of respondents either agreeing or strongly agreeing that new traffic signal-controlled crossings should be provided:

To what extent do you agree or disagree with the proposal to retain the subways, but also provide new traffic signal controlled at grade crossings? (Base: 322)



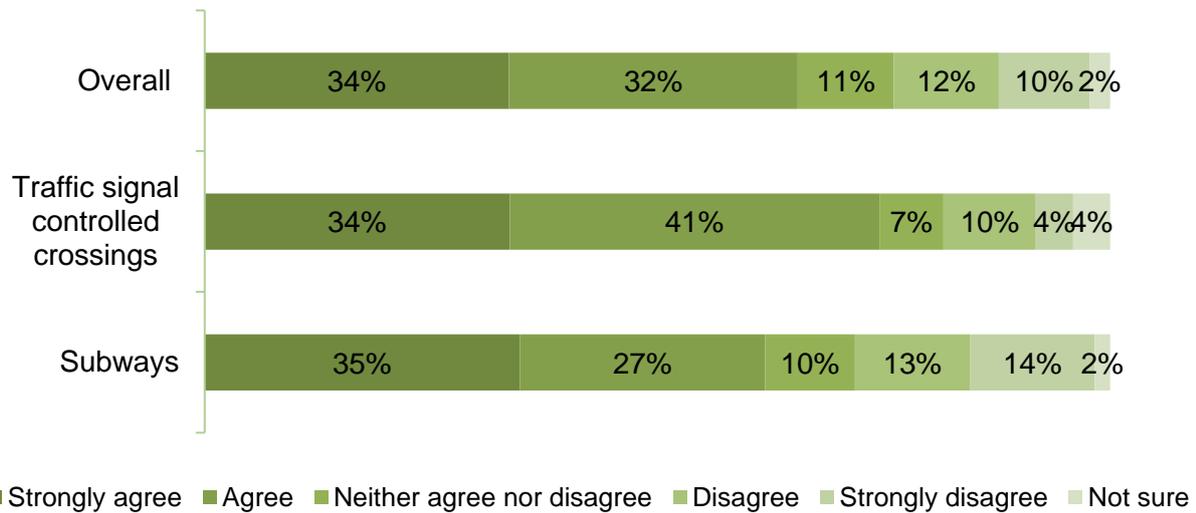
When asked which pedestrian and cycle crossing facilities they would prefer to use, 60% of respondents indicated that they prefer to use subways:

Which pedestrian/ cycle crossing facilities would you prefer to use? (Base: 305)

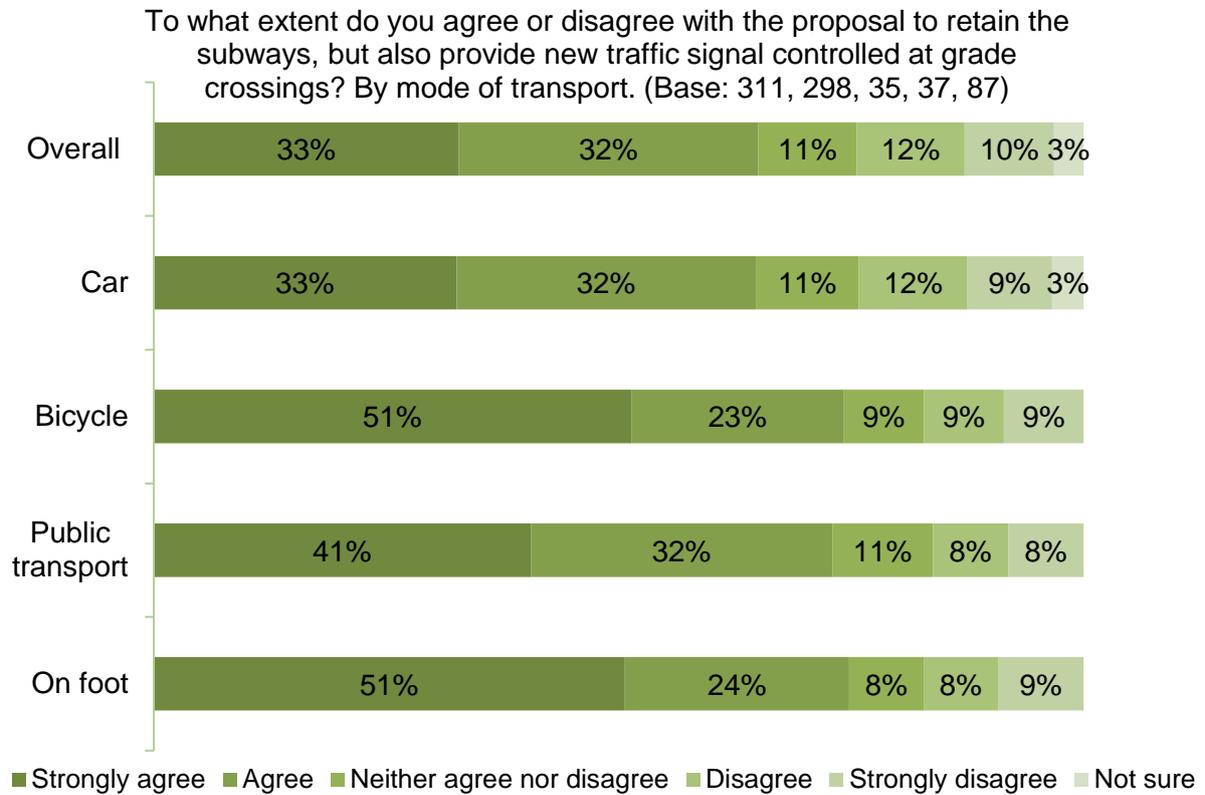


Even though subways were the preferred way of crossing the road by foot or by bike, those that said that they prefer subways, would also support the proposed introduction of traffic signal-controlled crossings, broadly in line with the respondent average:

To what extent do you agree or disagree with the proposal to retain subways, but also provide new traffic signal controlled at grade crossings?
By preferred facility (Base: 301, 98,181)



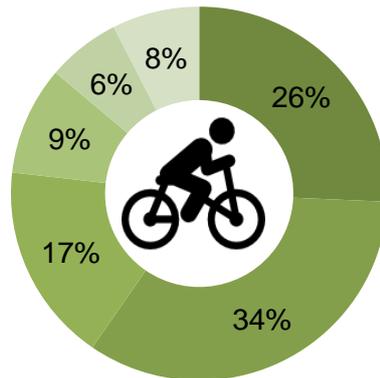
Respondents that indicated they either walk or cycle through or around Brighton Hill agreed more strongly with the proposal to add traffic signal-controlled crossings than those travelling by any other mode of transport:³



³ Please note that as there were fewer than 10 responses, the category 'HGV or van' and 'motorcyclist' have been excluded to avoid misrepresentation of the data.

Respondents were also asked to what extent they agreed or disagreed with the proposal to create cycle routes at Brighton Hill roundabout. Respondents were, overall, very positive about the proposed scheme, with 60% either agreeing or strongly agreeing with the proposal:

To what extent do you agree or disagree with the proposal for cycle routes?
(Base: 319)

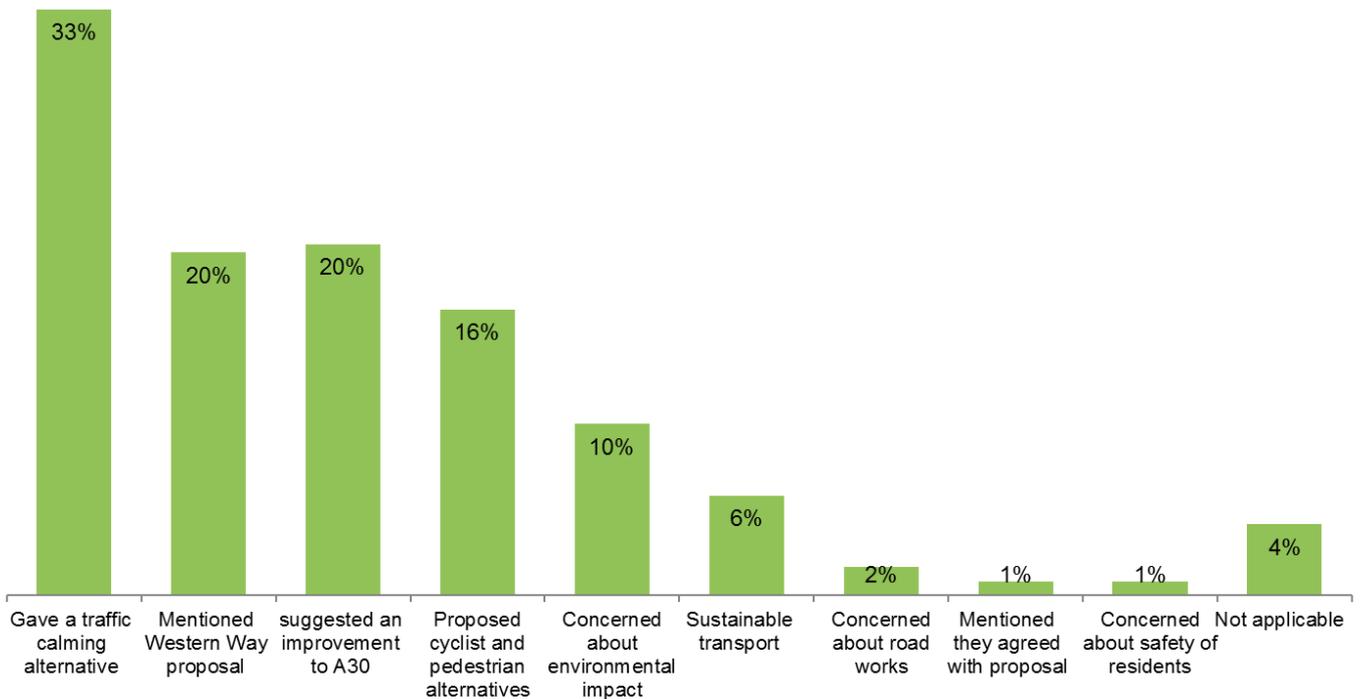


■ Strongly agree ■ Agree ■ Neither agree nor disagree ■ Disagree ■ Strongly disagree ■ Not sure

Alternative suggestions by respondents

Respondents were asked if they had any alternative suggestions to the proposed changes to Brighton Hill Roundabout, or the A30 South West Corridor. The below graph shows the quantification of the verbatim comments:

Alternative suggestions proposed by respondents. (Base: 123, multi-choice)



The highest number of comments (33%) focused on alternative traffic calming measures for Brighton Hill Roundabout. Suggestions included adding a speed limit, using traffic lights to control traffic flow, creating a flyover for A30 traffic to alleviate congestion and improving road markings to ensure drivers use the correct lane:



...Reduce the speed on approach and around the junction to 20mph to allow traffic to filter in and keep moving...



Make sure that painted lanes are followed all the way around the roundabout - it's so frustrating when you think you're in the correct lane for a junction only for it suddenly to appear in the lane next to you and your lane is now going somewhere else.



A better solution would be to construct a flyover for the A30 and leave the roundabout intact underneath.

Traffic lights have been needed on this roundabout for a long time.



20% of respondent alternatives focused on the closure of Western Way. A key theme mentioned was that the Western Way road should remain open, but with the addition of a traffic light to ensure good traffic flow onto the roundabout:



With traffic lights going in by Halfords, I don't see a problem with traffic joining from western way. As lights change this will give time for traffic to join as traffic from Western Way is slight not heavy.

No need to close Western Way entry point. The existing roundabout is in good condition and only really needs traffic lights to slow down the traffic on it so that it is easier for other traffic to joint it.

Why cant western way remain fully open with traffic signal?



A further 20% of respondents suggested alternatives for improving the A30 South West Corridor, with many focused on the perceived need for a dual carriageway along the road to cope with future population pressures, because of the potential development in the area:



The A30 will not be able to handle the extra traffic even with these changes. A new dual carriageway between M3 J7 and the A339 at the top of Roman Road is required and must be put in place before Manydown is built. This will ensure that long distance traffic and commuters can continue to flow around the link roads in Basingstoke for the longer term future.



An extra lane on the road between Kempshott roundabout and Brighton Hill (both sides maybe) would ease the flow of traffic to and from. maybe also put extra lanes from Kempshott roundabout past hatch warren and Sainsbury's.



16% of respondents provided some alternative options for cyclists and pedestrians that use the roundabout such as creating segregated areas:



...I think cycles should have segregated areas on both these roundabouts to keep both the cycles and road users safe...



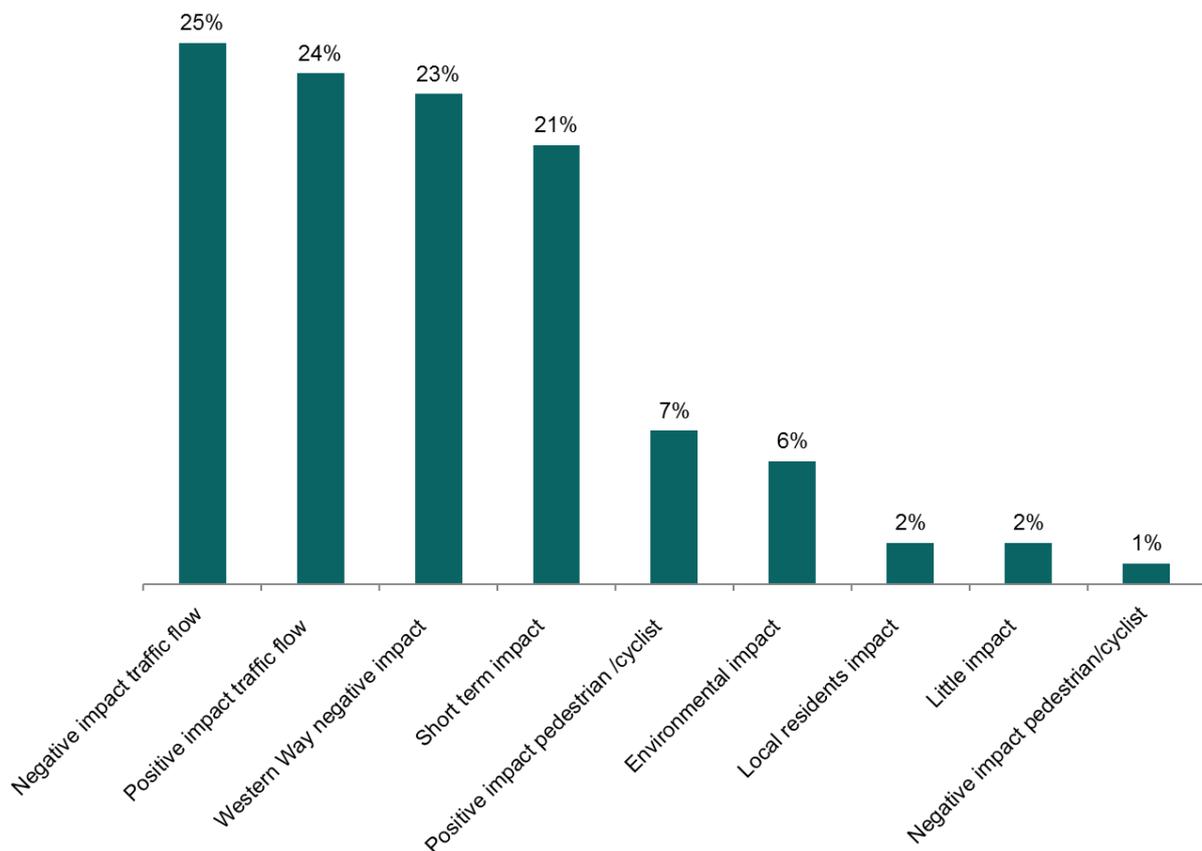
Built in cycle lanes where cycles have priority like in major cities. And on both sides of the road! One footpath with a line of paint on it is not a cycle path.



Potential impacts of the proposal

Respondents were also asked to consider any possible impacts that could occur because of the proposed scheme at Brighton Hill. The below graph shows the quantification of the verbatim comments:

Potential impacts of the proposals mentioned by respondents. (Base: 208, multi-choice)



25% of respondent comments suggested that there would be a negative impact on traffic flow as a result of the proposal, such as the possible increase in journey times due to the introduction of traffic lights, and alternative routes through residential areas being used as a way to avoid the roundabout. Some felt that the changes should only be made once local housing developments were complete:



The journey times will increase, with more wait times at red lights.

It will just cause delay and force me to use less economic diversions to access my family.



Failure to get this right means my commute will be delayed. Therefore I will have to find alternative routes via residential roads instead.

...Don't do anything until all the houses are built so that you know what the new traffic flows are going to be. It is likely to be different from your expectation.



The perceived issues with Western Way were mentioned again, with 23% of all comments attributed to the possible negative implications of the closure of Western Way. As previously seen in other open questions, respondents mentioned the possible negative impact on Buckland Avenue with fears that this road could become more widely used as an alternative route and therefore more congested. Others focused on the possibility of other roads in the area becoming an alternative route and some reflected that there would be an impact on journey times to and from local amenities in the area:



<p>“ Buckland Avenue could have increased traffic flow on already busy road. Queues of cars now happen at AM and PM rush hours and cars waiting for children to be picked up and dropped off at Aldworth school add to the flow problems.</p>	<p>A longer journey to work or the supermarket. Traffic volume will increase on Buckland Avenue may be detrimental to some businesses.</p>
<p>As a delivery driver its going to add fuel and time on to my jobs as it is. Also having to use Buckland Avenue as a detour is detrimental to the mainly elderly people that live there.</p>	<p>Difficulty getting to Asda from South Ham.</p> <p>The closure of the western way junction to the brighten hill roundabout will turn South Ham into a rat run.</p>

21% of respondent comments raised concerns about the possible short-term impact of roadworks in the area. The impact might be felt by those that use Brighton Hill roundabout and the surrounding road network regularly, which included residents in the immediate area:

<p>“ I agree that something needs to be done regarding the Brighton Hill roundabout, but I will not look forward to the work being done, as any road works that take place nowadays seem to involve miles of cones being put out in the road along way from the works taking place, creating such tail backs unnecessarily.</p>	<p>I feel that the finished results will be of benefit; especially as there is to be additional traffic created by the new shopping & leisure park (St. Michael's) but I am concerned about the length of time and the impact/delays caused whilst the work takes place.</p>
<p> I believe we will experience significant inconvenience during the work period but perhaps the end result will lead to smoother traffic flow.</p>	<p>The time taken to do the changes will have a huge impact to traffic getting into Basingstoke and traffic trying to get on/off Brighton Hill.</p>

Respondents were clear that the potential for road works to disrupt normal daily life and commuting in the short term was inevitable should the proposal go ahead; however, many understood that in the long term the end result could mean better access to the roundabout and improved traffic flow in the future.

A smaller percentage of respondents (6%) were worried about the potential environmental impact the proposal could have as a result of the closure of Western Way and the introduction of traffic lights:



The Proposal would put a long travelling time and stationary time hence adding to fumes and costs. I live in Mansfield Road and that is a rat run so people will use to avoid going through the "new development" to drop out the bottom of Kevin Hill when travelling into town!

Air pollution will increase for local residents in South Ham and Berg Estate due to north to south traffic driving twice/three times as far along residential streets to get out of the estates as just driving across the roundabout will no longer be possible.

It'll take me longer to get to and from the Aquadrome and some shops. It'll also use up more petrol and might put me off driving along that route rather than heading elsewhere.

Do not like the idea of always on traffic lights - environmental impact of running engines for nothing, long waiting times for nothing, frustrating.



24% of respondents did, however, see some positives the proposal could have such as improved access to the roundabout, whilst others suggested that the proposal could reduce congestion, reduce current journey times, and make the roundabout safer for all road users:



I would expect that additional lanes combined with traffic signals would both improve traffic flow for all routes entering the roundabout, and, equally important, they would make journey times more predictable...

I think it would be much safer route to travel on for cars, bikes pedestrians if these proposals would go ahead.

These proposals will have a very positive effect as they should help relieve congestion at this roundabout.

We are hoping the impact will enable us to access the roundabout more easily and quickly.



In addition, 7% of comments raised the potentially positive impact for pedestrians and cyclists as a result of the proposal, such as safer passage across the roundabout and better provision for those that are disabled:



I think it would be much safer route to travel on for cars, bikes pedestrians if these proposals would go ahead.

Disabled people as well as other pedestrians would have additional opportunities to cross roads safely.

Could encourage more use of cycling facilities and feel safer when using the at grade crossing points instead of the subways at night.

Retaining and improving the subways and cycle routes would make people feel safer using these routes, and be a safer option for cycle user and ensure the safety of younger bike riders.

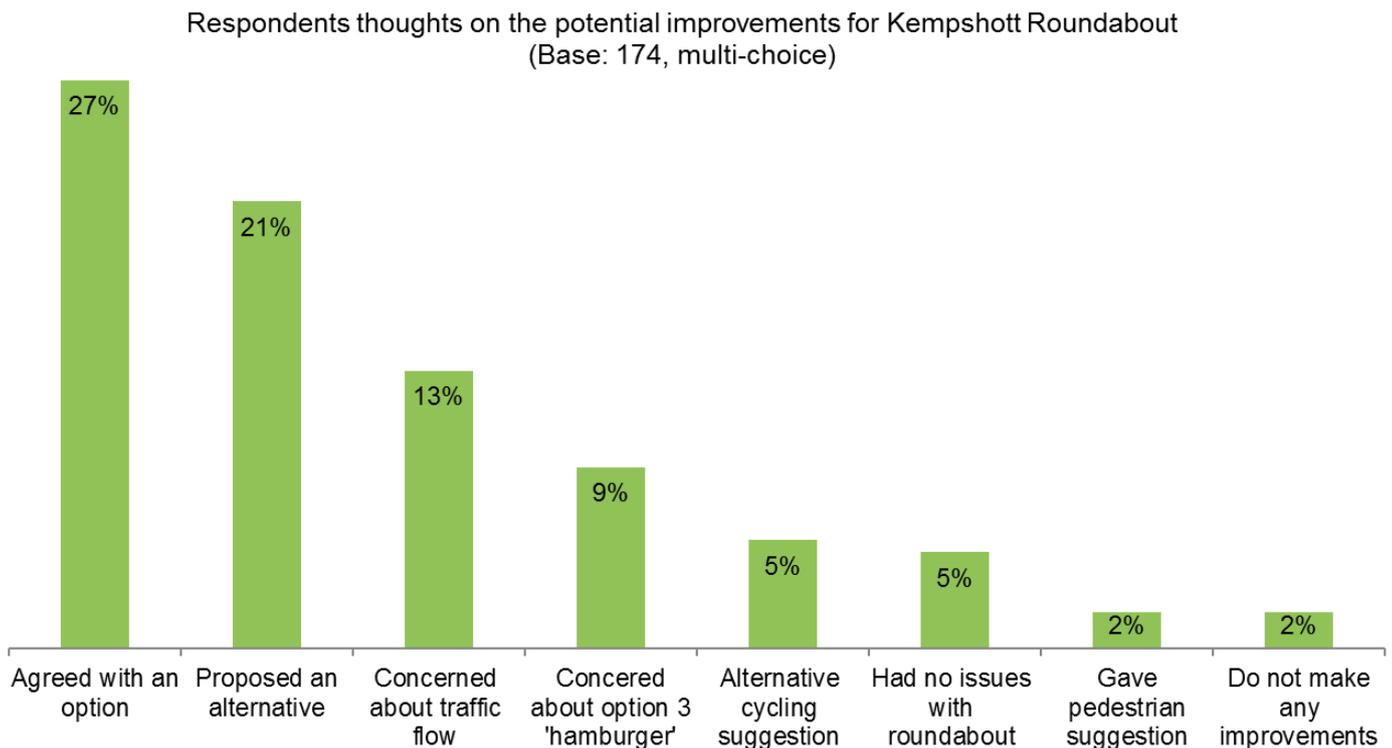


Suggested improvements for Kempshott Roundabout

Respondents were asked to provide some feedback on the initial options to improve Kempshott Roundabout, the options were listed in the consultation material as follows:

- **Option 1:** to widen the existing roundabout and approaches
- **Option 2:** to widen the roundabout and approaches and add in full traffic signal control
- **Option 3:** to widen the roundabout and approaches with full traffic signal control as well as a 'hamburger' arrangement to allow A30 traffic through the middle of the junction.

A quantification of the main themes mentioned through the verbatim comments is shown below:



27% of respondent comments indicated they agreed with at least one of the proposed options. Of those comments that mentioned a proposed option, 20 respondents agreed with option 2 (to widen the roundabout and include a traffic light system), 19 respondents agreed with option 1 (to widen the roundabout and approaches) and 16 respondents agreed with option 3 (for creating a 'hamburger' roundabout). This suggests that there is no preferred option at this stage:



<p>“ Traffic Lights would be very good... widening of the bend from the roundabout going into Winchester road (A30).</p>	<p>Option 1 seems suitable. I don't think that the roundabout is large enough, with only 3 junctions, to warrant traffic lights.</p>
<p>Hamburger should be the only option as most traffic is through traffic on A30 Winchester Road.</p>	<p>Signalisation of this junction is a must. My preference is for option 2.</p> <p>”</p>

21% of respondent comments suggested some form of alternative solution for Kempshott Roundabout such as adding traffic lights to the roundabout without widening the road, creating alternative routes through the area and adding in dual carriageways on approach to the roundabout to alleviate congestion:

<p>“ Has the option of 'part-time' signals been investigated? There is plenty of the day when the roundabout is/will not be anything like capacity and signals would impede the free-flow of traffic.</p>	<p>Signalisation may be preferable to enlargement. Enlargement will increase speeds on the gyratory and make access difficult in peak hours.</p> <p>Dual carriageway from Kempshott to Brighton Hill all the way (pat down garage).</p>
<p>Has consideration been given to reopening the access from Kempshott Lane onto the Roundabout by Sainsbury's? This would reduce flows down the A30 and through Kempshott Roundabout.</p>	<p>the suggested improvements would be helped by opening up the "blocked off road" at the top of the Hatch warren roundabout (Kempshott lane?).</p> <p>”</p>

Some respondent comments (13%), however, mentioned the potential pitfalls to having traffic lights on the roundabout and its negative effect on traffic flow in the area. Other factors that could affect traffic flow included flooding issues and the increase in traffic due to development in the area:



...The delays at Kempshott roundabout at peak times do not warrant full time traffic lights impending the traffic flows and increasing pollution at the majority of time when there are no delays at present.

Some kind of traffic improvement will be surely necessary between Brighton Hill roundabout and Beggarwood lane, in view after 2,060 new houses being planned in that area.



My only concern is whether or not any improvements will finally resolve the flooding issue.

Don't think it needs traffic lights, maybe more lanes to guide traffic around it.



Unstructured responses

The consultation received five ‘unstructured’ responses’. These are responses that were made within the consultation period but were not submitted using the consultation questionnaire. The responses break down as follows:

- Four responses were received from members of the public
- One response was received from an organisation or group.

Overall themes (each featured once unless otherwise specified):

1. Cycling:

- Happy that cycle provision has been considered (two respondents).
- Would like all routes to cater for cyclists.
- In favour of the diversionary route round/through the present Camrose site
- Pleased that there are ‘at grade’ crossings, but these need to be linked to wide paths if they are to be shared use.
- In favour of the cycle lane (not a shared footway) along the north side of the A30 East arm.
- Request to be involved in the planning and design of the cycle routes and facilities to ensure they comply with best practice.
- Multiple comments from one respondent about ancillary cycle roads leading to the roundabout and integrating the suggested cycle routes into adjacent areas.
- Some concerns about shared cycle/ pedestrian routes (two respondents).
- Cycle facilities should cater for all different types of cyclist (from casual to serious) (two respondents).

2. Subways

- Retain the subways (two respondents).
- Do not build additional pedestrian crossings – use money saved to improve the subways.

Other comments (each featured once):

- Western Way shouldn’t be closed as Buckland Road will not cope with the additional traffic.
- Lack of space to squeeze another lane onto the roads leading to the roundabout.
- Concerns over how long the work will take.
- Suggestion that the golf course site should be used for a Park & Ride facility, instead of building 1000 homes on it.
- Concerns over the impact of all the new homes on local facilities, especially hospitals, GPs, schools & residential homes. Worried that there are no new facilities planned.
- Supports the HCC preferred option (two respondents).

- Supports the traffic light option (having traffic lights controlling the traffic flow on the roundabout) – suggests lights are turned off at agreed quiet times.

Appendices

Appendix 1 – Research approach

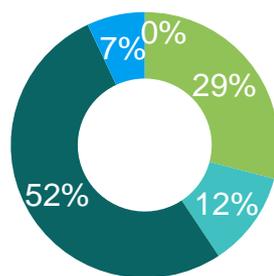
The consultation sought to understand the views of those that live in the vicinity of Brighton Hill as well as those that use the roundabout and surrounding road network regularly. In total there were 329 responses to the consultation, this included paper and online responses. As the consultation was an open exercise, the findings cannot be considered to be a 'sample' or representative of a specific population.

In order to gather views from respondents, the consultation questionnaire, along with accompanying information was made available on the County Council's website: <https://www.hants.gov.uk/transport/transportchemes/a30brightonhillroundabout>. The consultation was run for a period of 4 weeks from 3 September 2018 to 1 October 2018.

To aid participation, three drop-in exhibitions were held in the local area, open to all members of the public. Officers from Hampshire County Council were on hand to answer questions and walk people through the design plans for Brighton Hill as well as the preliminary ideas around improvements to Kempshott Roundabout. Paper copies of the survey were available at exhibitions and also upon request.

Respondents that attended an event were asked to rate their experience. Just over half (52%) of respondents that completed a questionnaire, attended an exhibition, 41% of those that attended said that they thought the exhibition was either 'good' or 'very good'. Just over half said that the exhibition was 'ok'.

If you attended the event, how would you rate the exhibition? (Base: 172)



■ Good ■ Very good ■ Ok ■ Poor ■ Very poor

Leaflets were also produced and sent to local residents in order to encourage participation in the online questionnaire. The consultation was also promoted through the County Council's social media channels and released to local press.

'Unstructured' responses could also be sent through via email or written letters, and those received by the consultation's closing date were accepted, a summary of which is included in the report.

Appendix 2 – Interpreting the data

All questions in the consultation questionnaire were optional. The analysis only takes into account actual responses – where ‘no response’ was provided to a question, this was not included in the analysis. As such, the totals for each question add up to less than 329 (the total number of respondents who replied to the consultation questionnaire).

Imagery has been used throughout the report to illustrate findings; all icons are made by Freepik, available from www.flaticon.com.

Publication of data

All data is processed according to the General Data Protection Regulations as detailed below:

Hampshire County Council adheres to the requirements of the UK Data Protection legislation. Hampshire County Council is registered on the public register of data controllers which is looked after by the Information Commissioner. The information that was provided through the questionnaire will only be used to understand views on the proposals set out for this consultation. All individuals’ responses will be kept confidential and will not be shared with third parties, but responses from organisations may be published in full. Responses will be stored securely and retained for one year following the end of the consultation before being deleted or destroyed.

Where the information provided is personal information, there are certain legal rights. Respondents to the consultation may ask us for the information we hold about you, to rectify inaccurate information the County Council holds about you, to restrict our use of your personal information and to erase your personal data. When the County Council uses your personal information on the basis of your consent, you will also have the right to withdraw your consent to our use of your personal information at any time.

Appendix 3 – Consultation response form

A30 SW Corridor - Brighton Hill Roundabout Improvements Consultation



Hampshire County Council is seeking residents' and stakeholders' views on the proposals to make proposed changes to the Brighton Hill Roundabout in Basingstoke.

It is advised that you read the accompanying information found at our website before completing this response form as it contains important information about the proposal. Please search for "Brighton Hill Roundabout" at www.hants.gov.uk/transport schemes.

The findings from the consultation will be published and presented to the executive lead member of Environment and Transport on the 13 November 2018. Feedback will be taken into account by the Executive Lead member when making a decision on the proposed changes to the area. The consultation is open from midday on **Monday 3 September 2018 and closes at 23:59pm on Monday 1 October 2018.**

Alternative formats

If you require this response form in another format such as large print, audio and Braille, please phone 0300 555 1388.



Privacy Notice

Hampshire County Council is seeking to record your feedback. The information you provide in this survey will only be used to understand the travel patterns and traffic volumes on the key routes within the area specified. All individuals' responses will be kept confidential and will not be shared with third party processors, but responses from organisations may be published in full. All data will remain within the UK. Responses will be anonymised and summarised in a public consultation findings report on the County Council's website. Responses will be stored securely and retained for seven years, following the end of the consultation before being deleted or destroyed.

You have some legal rights in respect of the personal information we collect from you. Please see our website: <https://www.hants.gov.uk/data protection> Data Protection page for further details. You can contact the County Councils Data Protection Officer data.protection@hants.gov.uk. If you have a concern about the way we are collecting or using your personal data, you should raise your concern with us in the first instance or directly to the Information Commissioner's Office at <https://ico.org.uk/concerns/>

Section 1: About your journey

Q1 **How many days in an average week do you use Brighton Hill Roundabout?** (Please tick one only)

- 5 days or more **(Go to question 2)**
- 3 to 4 days **(Go to question 2)**
- 1 to 2 days **(Go to question 2)**
- Less than once a week **(Go to question 2)**
- Never **(Go to question 5)**

Q2 **How do you normally travel along/around Brighton Hill Roundabout?** (Please tick all that apply)

- Car
- Bicycle
- On foot
- Public transport
- HGV or van
- Motorcyclist
- Other

If 'other' please specify in the box below:

Section 1: About your journey (continued)

Q3 For what reason(s) do you come into, or travel around the Brighton Hill area?
(Please tick all that apply)

- I live in Brighton Hill
- I work in the Brighton Hill area
- I work in Basingstoke, and have to travel through Brighton Hill
- I commute via Basingstoke, which takes me through Brighton Hill
- I study nearby or do the school run to or via Brighton Hill
- I go shopping in Brighton Hill
- For leisure (e.g. bars, restaurants, sports, entertainment)
- To access local services (e.g. healthcare, day centre, job centre, council offices)
- Other

If 'other' please specify in the box below:

Q4 At what times do you usually travel through Brighton Hill on this journey? (Please tick all that apply)

	Week day (7:00 to 9:00)	Week day (12:00 to 14:00)	Week day (14:30 to 16:00)	Week day (16:30 to 18:30)	Weekends anytime
I live in Brighton Hill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I work in the Brighton Hill area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I work in Basingstoke, and have to travel through Brighton Hill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I commute via Basingstoke, which takes me through Brighton Hill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I study nearby or do school run to or via Brighton Hill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I go shopping in Brighton Hill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For leisure (e.g. bars, restaurants, sports, entertainment)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To access local services (e.g. health care, day centre, job centre, council offices)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Section 2: Your views on the proposed scheme

For information regarding the proposals, please search for “Brighton Hill Roundabout” at www.hants.gov.uk/transport schemes

Q5 **To what extent do you agree or disagree with the proposed improvement scheme to Brighton Hill Roundabout?** (Please tick one only)

Yes, I agree with
all aspects

Yes, I agree with
some aspects

I neither agree nor
disagree with the
scheme

No, I don't agree
with any aspects

Not sure

If answered 'no' or 'some aspects', please explain your reason in the box below:
(Please do not include any personal details in your response)

Section 2: Your views on the proposed scheme (continued)

For information regarding the proposals, please search for “Brighton Hill Roundabout” at www.hants.gov.uk/transportschemes

- Q6 **Do you support the proposed closure of Western Way onto the roundabout, providing an alternative route can be provided to the A30 via the football ground site?** (Please tick one only)
- Yes
 - No
 - Not sure
- Q7 **If the proposed link from Western Way to the A30 through the football ground site is not possible, would you still support the closure of Western Way?** (Please tick one only)
- Yes
 - No
 - Not sure
- Q8 **If you travel through Brighton Hill junction on foot or by bike, how often do you use the subways?** (Please tick one only)
- Every day
 - Every other day
 - Once a week
 - Once every two weeks
 - Once every month
 - Never

Section 2: Your views on the proposed scheme (continued)

For information regarding the proposals, please search for “Brighton Hill Roundabout” at www.hants.gov.uk/transport schemes

Q9 To what extent do you agree or disagree with the proposal to retain the subways, but also provide new traffic signal controlled at grade crossings? (Please tick one box only)

Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q10 To what extent do you agree or disagree with the proposals for cycle routes? (Please tick one box only)

Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q11 Which pedestrian/ cycle crossing facilities would you prefer to use? (Please tick one box only)

- Subways
- Traffic signal controlled crossings
- Other

For 'Other' please explain the box below:

Q12 Do you have any comments on the suggested improvements for Kempshott Roundabout? (Please do not include any personal details in your response)

Section 3: Further Comments

For information regarding the proposals, please search for “Brighton Hill Roundabout” at www.hants.gov.uk/transport schemes

- Q13 **If you have any alternative suggestions to the proposed changes to Brighton Hill Roundabout, Kempshott Roundabout or the A30 South West Corridor, please provide these in the box below:** (Please do not include any personal details in your response)

- Q14 **Please describe, what, if any, impact the proposals in this consultation could have on you and your family, or people you know or work with.** (Please write in the box below, please do not include any personal details in your response)

Section 4: About you

We would be grateful if you could answer the following questions so that we can analyse the results overall and by different groups of people. This will help us to understand the impact of the consultation proposal and the views on them by different groups. All questions in this section are optional

Q15 Are you responding on your own behalf or on the behalf of an organisation, group or business? (Please tick one box only)

- I am providing a response on my own behalf (**Go to question 18**)
- I am providing the official response of an organisation, group, business or school (**Go to question 16**)

Q16 Please provide details about your organisation, group or business:

 The name and details of your organisation, group or business may appear in the final report, and the information you provide may be subject to publication or release to other parties or to disclosure regimes such as the Freedom of Information Act 2000.

Your name:

Job position/role:

Name of organisation, group or business:

Address of organisation, group or business:

Q17 Which of these best describe the function of your organisation, group or business? (Please tick one box only)

- Nursery, school, college or place of education
- Local public sector organisation e.g. district, parish, borough council
- Local health service provider
- Public transport provider
- Disability group
- Local business or business representatives
- Charity, voluntary or local community group
- Other

For 'other' please specify in the box below:

Section 4: About you

Q18 **Who are you?** (Please tick one box only)

- Local resident
- Elected Member
- Member of the public
- Other

If 'other' please specify in the box below:

--

Q19 **Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?** (Please tick one box)

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

Q20 **Using the box below, please provide your full postcode:**



Providing your full postcode is optional. It would help us in knowing how the proposal is viewed in different areas if you could provide at least the first five digits of your postcode. If you do provide your full postcode it is possible that in rural areas this might identify your property. In this situation, by providing your full or partial postcode you are consenting to the County Council using this information to understand views on the proposals from different areas of the county.

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Q21 **What was your age on your last birthday?** (Please tick one box)

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65+
- Prefer not to say

End of consultation

Q22 Finally, to help us improve access to future consultations, please tell us where you first heard about this consultation: (Please select all that apply)

- Website
- Reported in the press (e.g. radio, newspaper)
- Word of mouth
- Attended a local exhibition event
- Consultation postcard
- On social media (e.g. Facebook, Twitter etc.)
- Other

For 'other' please describe in the box below:

Q23 If you attended an exhibition event, how would you rate the exhibition? (Please tick one box only)

- Very poor
- Poor
- Ok
- Good
- Very good

Q24 Please describe how we could improve in the future in the box below: (Please do not include any personal details in your response)

Thank you for taking the time to respond to this consultation. This consultation will close at **23:59 on 1 October 2018**.

The findings from this consultation will be published and presented to the Executive Lead Member for Environment and Transport on 13 November 2018.

Feedback will help to inform any decision by the County Council on the proposed improvements to Brighton Hill Roundabout.

For further information on these proposals please contact: major.schemes@hants.gov.uk
(Please type **Brighton Hill improvements** in the subject title).

Please use the Freepost envelope provided to return your response to Hampshire County Council. If you do not have one, please send your response to 'Freepost HAMPSHIRE', writing 'Strategic Transport' and 'Brighton Hill Consultation' on the back of the envelope.

Appendix 4 – List of organisations or groups who responded to the consultation

The consultation questionnaire asked whether the respondent was responding on behalf of an organisation or group. There were a total of 8 responses to the consultation questionnaire on behalf of an organisation, group or community representative body.

Organisation or groups who responded to the consultation, that provided details are listed below:

Name of organisation, group or business:
Driver and Vehicle Standards Agency
Drive with Sean
Basingstoke South West Action Group (SWAG)
Cycle Basingstoke
Opensight
A4AWG access for all working group for Basingstoke and Deane

Appendix 5 – Consultation participant profile

The breakdown of respondents by category is shown below:

Respondent type	Count/ %
	Base 329
Are you responding on your own behalf or on the behalf of an organisation, group or business?	
I am providing a response on my own behalf	321 97.6%
I am providing the official response of an organisation, group, business or school	8 2.4%
Who are you?	
Local resident	283 86.0%
Elected Member	1 0.3%
Member of the public	25 7.6%
Other	9 2.7%
Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?	Base: 311
Yes, a lot	22 6.7%
Yes, a little	27 8.2%
No	249 75.7%
Prefer not to say	13 4.0%
What was your age on your last birthday?	Base: 317
Under 18	0 0
18-24	5 1.5%
25-34	20 6.1%
35-44	24 7.3%
45-54	42 12.8%
55-64	63 19.1%
65+	151 45.9%
Prefer not to say	12 3.6%

Appendix 6 – Coded responses to open questions

39 respondents provided a comment for the below question. This question was open to those respondents that said that they did not agree with any aspects of the proposal.

To what extent do you agree or disagree with the proposed improvement scheme to Brighton Hill Roundabout? If 'No' please explain your reason in the box below.

Code	Count	Percent
Concerned about traffic flow (Macro)	13	33%
Traffic flow: increased congestion	4	10%
Traffic flow: no to proposed traffic lights	6	15%
Traffic flow: change speed limit to reduce accidents	2	5%
Traffic flow: create a 'hamburger' / flyover	3	8%
Traffic flow: road Markings	2	5%
Traffic flow: create park and ride	1	3%
Concerned around roadwork disruption (Macro)	1	3%
Concerned about surrounding road network (Macro)	1	3%
Concerned about road widening (Macro)	1	3%
Road widening: will create more congestion	1	3%
Concerned about pedestrian/ Cyclist concerns (Macro)	5	13%
Pedestrian/ cyclist: no need for additional lane	3	8%
Pedestrian/cyclist: no need for crossing	3	8%
Concerned about environmental impact of proposals (Macro)	3	8%
Environmental: concerns flora and fauna	1	3%
Environmental: Public transport should be encouraged	1	3%
Environmental: noise pollution concerns	1	3%
Disagreement with closure of Western Way (Macro)	23	59%
Western Way: Emergency access issues	1	3%
Western Way: Impact on residents	2	5%
Western Way: cause other 'diversions' / rat runs through residential areas	6	15%
Western Way: Buckland Avenue	9	23%
Western Way: Mansfield Road	4	10%
Western Way: South Ham	5	13%
Western Way: Stag Hill	1	3%
Western Way: Pack Lane	1	3%
Western Way: Winchester Road	1	3%
Western Way: safety issues	2	5%
Western way: school traffic	4	10%
Concerned about development in the area (Macro)	6	15%
Development: Camrose: Land should be used for sports facilities Camrose	1	3%
Development: Camrose: Proposal will not cope with extra population	1	3%

91 respondents provided a comment for the below question. This question was only open to those that stated they agree only with 'some aspects' of the proposal:

To what extent do you agree or disagree with the proposed improvement scheme to Brighton Hill Roundabout? If 'some aspects' please explain your reason in the box below.

Code	Count	Percent
Concerned about traffic flow issues (Macro)	15	16%
Traffic flow: increase congestion	7	8%
Traffic flow: No traffic lights	5	5%
Traffic flow: change speed limit	1	1%
Traffic flow: create a 'hamburger' / flyover	1	1%
Traffic flow: Road Markings	1	1%
Traffic flow: create park and ride	1	1%
Concerns around roadwork disruption (Macro)	1	1%
Concerned about the surrounding road network (Macro)	7	8%
Surrounding road network: Harrow Way	3	3%
Surrounding road network: linking infrastructure	1	1%
Surrounding road network: Winchester Road /R/A	6	7%
Concerned about road widening (Macro)	5	5%
Road widening: will create more congestion	3	3%
Concerned about pedestrian/ Cyclist facilities (Macro)	16	18%
Pedestrian/ cyclist: no need for additional lane	4	4%
Pedestrian/cyclist: no need for crossing	9	10%
Pedestrian/cyclist: will not help cyclists	1	1%
Pedestrian/cyclist: safety risk	3	3%
Concerned about the environmental impact of proposal (Macro)	3	3%
Environmental: noise pollution concerns	1	1%
Disagreement with closure of Western Way (Macro)	39	43%
Western Way: Keep open with traffic light	3	3%
Western Way: Impact on residents	1	1%
Western Way: complications moving through to other areas	1	1%
Western Way: cause other 'diversions' / rat runs through residential areas	9	10%
Western Way: Buckland Avenue	17	19%
Western Way: Mansfield Road	1	1%
Western Way: South Ham	2	2%
Western Way: Pack Lane	2	2%
Western Way: Winchester Road	2	2%
Western way: school traffic	2	2%
Concerned about development in the area(Macro)	7	8%
Development: Camrose: Proposal will not cope with extra population	4	4%
Development: new shopping centre	4	4%
Concerned about wider infrastructure (Macro)	1	1%
Agreed with aspects of proposal (Macro)	17	19%

Agree: Traffic lights	9	10%
Agree: Traffic lights at peak times	2	2%
No impact (Macro)	1	1%
Concerned about financial cost of proposals (Macro)	1	1%
Proposed an alternative suggestions (Macro)	5	5%
Concerned around school traffic (Macro)	1	1%
Not applicable	2	2%

123 respondents provided a comment for the below question. This question was open to all respondents.

If you have any alternative suggestions to the proposed changes to Brighton Hill Roundabout, or the A30 South West Corridor, please provide these in the box below.

Code	Count	Percent
BH Traffic calming alternatives (Macro)	41	33%
BH Traffic calming: speed limit	8	7%
BH traffic calming: road widening negative	1	1%
BH traffic calming: use traffic lights	14	11%
BH traffic calming: traffic lights at peak times	3	2%
BH traffic calming: road widening positive	3	2%
BH traffic calming: create a flyover for A30	6	5%
BH traffic calming: road marking improvement	3	2%
BH traffic calming: create crossroads	1	1%
BH traffic calming: rejected 'hamburger' would be better	3	2%
BH agree with proposal (Macro)	1	1%
BH Concerned with environmental impact (Macro)	12	10%
BH Environmental: air quality	2	2%
BH Environmental: trees	7	6%
BH Environment: Noise pollution	1	1%
BH Environment: flood alleviation	3	2%
BH roadwork concerns (Macro)	2	2%
BH Concerned about local issues (Macro)	1	1%
BH local: safety concerns for residents	1	1%
BH local: school safety concerns	0	0%
A30 suggested alternatives (Macro)	24	20%
A30: dual carriage way from A30	14	11%
A30: Hatch Warren	3	2%
A30: town plan	1	1%
A30: new route Manydown development	2	2%
A30: development concerns increase in traffic	3	2%
A30: yellow box junctions	2	2%
Western way proposal (Macro)	24	20%
Western way proposal: agreement	0	0%
Western way proposal: keep entrance open	11	9%

Western Way proposal: add traffic light	8	7%
Western Way proposal: add a turn left filter lane	3	2%
Cycle and pedestrians (Macro)	20	16%
Cycle and pedestrians: do not support cycle routes	2	2%
Cycle and pedestrians: segregated areas	9	7%
Cycle and pedestrians: at grade crossing unsafe	2	2%
Cycle and pedestrian: Traffic lights dangerous for cyclists	3	2%
Cycle and pedestrian: underpass CCTV	1	1%
Sustainable transport (Macro)	7	6%
Sustainable transport: promote public transport	4	3%
Sustainable transport: more cycling facilities	3	2%
Sustainable transport: Park and Ride facilities	2	2%
Not applicable (Macro)	5	4%

208 respondents provided a comment to the below question. This question was open to all respondents.

Please describe, what, if any, impact the proposals in this consultation could have on you and your family, or people you know or work with.

Code	Count	Percent
Negative impact traffic flow (Macro)	53	25%
Negative impact: would not resolve congestion issues	7	3%
Negative impact: traffic would increase on other roads further down	2	1%
Negative impact: increased journey times	11	5%
Negative impact: use of residential roads	14	7%
Negative impact: increased traffic on Harrow Way	4	2%
Negative impact: commuting	5	2%
Negative impact: will BH cope with M3 closures	3	1%
Negative impact: development: traffic flow could change	9	4%
Negative impact: traffic light timings	3	1%
Negative impact: traffic lights will stop flow of traffic	6	3%
Local residents impact (Macro)	4	2%
Local residents: access to BH	1	0%
Local residents: safety concerns	2	1%
Local residents: school run could be more complicated/ difficult	1	0%
Western Way negative impact (Macro)	48	23%
Western Way negative: safety of pedestrians	3	1%
Western Way negative: increased journey time	9	4%
Western Way negative: Buckland avenue congestion	23	11%
Western Way negative: Mansfield road congestion	6	3%
Western Way negative: South Ham	6	3%

Western Way negative: increased traffic on other residential roads/ rat runs	19	9%
Western Way negative: impact on residents, noise/air pollution	3	1%
Short term impact (macro)	43	21%
Short term: road works	41	20%
Short term: impact on other roads	1	0%
Short term: impact on businesses in the area	5	2%
Environmental impact (Macro)	12	6%
Environmental impact: western way	4	2%
Environmental impact: should encourage sustainable transport	4	2%
Environmental impact: Traffic lights will increase static traffic and pollution	4	2%
Positive impact traffic flow (Macro)	50	24%
Positive impact: access to BH	25	12%
Positive impact: less traffic on M3 as route more efficient	1	0%
Positive impact: less congestion	16	8%
Positive impact: reduce journey times	12	6%
Positive impact: stop rat run behind Winchester Road	2	1%
Positive impact: will make R/A safer	10	5%
Negative impact pedestrian/cyclist (Macro)	2	1%
Negative impact Ped/cyclist: At grade crossing not safe	2	1%
Positive impact pedestrian /cyclist (Macro)	15	7%
Positive impact Ped/cyclist: safety/ access	15	7%
Positive impact Ped/Cyclist: could encourage cycle use	2	1%
Little impact (Macro)	4	2%
Not applicable	14	7%

174 respondents provided a comment for the below question. This question was open to all respondents.

Do you have any comments on the suggested improvements for Kempshott Roundabout?

Code	Count	Percent
Concerned with traffic flow (Macro)	23	13%
Traffic flow concerns: do not use traffic lights	8	5%
Traffic flow concerns: traffic lights cause pollution	3	2%
Traffic Flow concerns: ideas do not tackle congestion issues	3	2%
Traffic Flow concerns: surrounding road network	3	2%
Traffic flow concerns: flooding issues	7	4%
Traffic flow concerns: monitor increased traffic with new developments	4	2%
Suggested an alternative (Macro)	37	21%
Alternatives: traffic light introduction	11	6%
Alternatives: Sainsbury access/Heather Way to A30	9	5%

Alternatives: subways	0	0%
Alternatives: add drainage	2	1%
Alternatives: traffic light on peak hours	5	3%
Alternatives: other modes of transport	1	1%
Alternatives: all approaches should be dual carriageway	5	3%
Alternatives: make into crossroads	4	2%
Agreed with an option (Macro)	47	27%
Agree with: option 1 (road widening)	19	11%
Agree with: option 2 (road widening and traffic lights)	20	11%
Agree with: option 3 (road widening, traffic lights and 'hamburger')	16	9%
Concerns with option 3 'hamburger' (Macro)	15	9%
Concerned with option 3: unsafe	1	1%
Concerned with option 3: not necessary not enough traffic	3	2%
Gave an alternative cycling suggestion (Macro)	9	5%
Cycling: add a cycle lane	6	3%
Gave a pedestrian suggestion Macro)	3	2%
Had no issues with roundabout (Macro)	8	5%
Do not make any improvements (Macro)	3	2%
Not applicable (Macro)	48	28%

Appendix 7 – Data Tables

How many days in an average week do you use Brighton Hill Roundabout?

Counts Analysis % Respondents	
Base	321 100.0%
How many days in an average week do you use Brighton Hill Roundabout?	
5 days or more	185 57.6%
3 to 4 days	81 25.2%
1 to 2 days	41 12.8%
Less than once a week	12 3.7%
Never	2 0.6%

How do you normally travel along/around Brighton Hill Roundabout?

Counts Analysis % Respondents	
Base	318 100.0%
How do you normally travel along/around Brighton Hill Roundabout?	
Car	305 95.9%
Bicycle	35 11.0%
On foot	88 27.7%
Public transport	39 12.3%

HGV or van	7 2.2%
Motorcyclist	5 1.6%
Other	6 1.9%

For what reason(s) do you come into, or travel around the Brighton Hill area?

Counts	
Analysis %	
Respondents	
Base	319 100.0%
For what reason(s) do you come into, or travel around the...	
I live in Brighton Hill	124 38.9%
I work in the Brighton Hill area	19 6.0%
I work in Basingstoke, and have to travel through Brighton Hill	43 13.5%
I commute via Basingstoke, which takes me through Brighton Hill	36 11.3%
I study nearby or do the school run to or via Brighton Hill	3 0.9%
I go shopping in Brighton Hill	182 57.1%
For leisure (e.g. bars, restaurants, sports, entertainment)	117 36.7%
To access local services (e.g. healthcare, day centre, job centre, council offices)	157 49.2%
Other	119 37.3%

At what times do you usually travel through Brighton Hill on this journey? (Please tick all that apply)			
For retail			
Base	182		
	Week day (7:00 to 9:00)	22 %	40
	Week day (12:00 to 14:00)	53 %	97
	Week day (14:30 to 16:00)	38 %	69
	Week day (16:30 to 18:30)	36 %	65
	Weekends anytime	59 %	10 8
Resident in Brighton Hill			
Base	124		
	Week day (7:00 to 9:00)	61 %	76
	Week day (12:00 to 14:00)	55 %	68
	Week day (14:30 to 16:00)	42 %	52
	Week day (16:30 to 18:30)	62 %	77
	Weekends anytime	84 %	10 4
To access local services			
Base	157		
	Week day (7:00 to 9:00)	34 %	54
	Week day (12:00 to 14:00)	66 %	10 4
	Week day (14:30 to 16:00)	54 %	84
	Week day (16:30 to 18:30)	43 %	67
	Weekends anytime	43 %	67
For leisure			
Base	117		
	Week day (7:00 to 9:00)	12 %	14
	Week day (12:00 to 14:00)	36 %	42

	Week day (14:30 to 16:00)	25 %	29
	Week day (16:30 to 18:30)	53 %	62
	Weekends anytime	79 %	92
I commute via Basingstoke, which takes me through Brighton Hill			
Base	36		
	Week day (7:00 to 9:00)	75 %	27
	Week day (12:00 to 14:00)	25 %	9
	Week day (14:30 to 16:00)	31 %	11
	Week day (16:30 to 18:30)	61 %	22
	Weekends anytime	39 %	14
I study nearby or do school run to or via Brighton Hill			
Base	3		
	Week day (7:00 to 9:00)		1
	Week day (12:00 to 14:00)		0
	Week day (14:30 to 16:00)		1
	Week day (16:30 to 18:30)		0
	Weekends anytime		0
I work in the Brighton Hill area			
Base	43		
	Week day (7:00 to 9:00)	42 %	18
	Week day (12:00 to 14:00)	28 %	12
	Week day (14:30 to 16:00)	26 %	11
	Week day (16:30 to 18:30)	23 %	10
	Weekends anytime	23 %	10
Other			
Base	119		

	Week day (7:00 to 9:00)	29 %	35
	Week day (12:00 to 14:00)	54 %	64
	Week day (14:30 to 16:00)	45 %	54
	Week day (16:30 to 18:30)	40 %	48
	Weekends anytime	54 %	64

Break % Respondents	Base	To what extent do you agree or disagree with the proposed improvement scheme to Brighton Hill Roundabout?				
		Yes, I agree with all aspects	Yes, I agree with some aspects	I neither agree nor disagree with the scheme	No, I don't agree with any aspects	Not sure
Total	324	25.9%	55.6%	3.1%	13.6%	1.9%
How do you normally travel along/around Brighton Hill Roundabout?						
Car	303	26.4%	56.4%	2.6%	12.9%	1.7%
Bicycle	34	23.5%	58.8%	0.0%	17.6%	0.0%
On foot	87	21.8%	59.8%	5.7%	11.5%	1.1%
Public transport	39	23.1%	59.0%	2.6%	12.8%	2.6%
HGV or van	7	*	*	*	*	*
Motorcyclist	5	*	*	*	*	*
Other	6	*	*	*	*	*
How many days in an average week do you use Brighton Hill Roundabout?						
5 days or more	183	23.5%	56.3%	3.3%	15.8%	1.1%
3 to 4 days	81	21.0%	64.2%	1.2%	9.9%	3.7%
1 to 2 days	41	41.5%	43.9%	4.9%	9.8%	0.0%
Less than once a week	12	33.3%	50.0%	0.0%	16.7%	0.0%
Never	2	*	*	*	*	*

Break % Respondents	Base	Yes, I agree with all aspects	Yes, I agree with some aspects	I neither agree nor disagree with the scheme	No, I don't agree with any aspects	Not sure
Who are you?						
Local resident	280	25.0%	56.1%	3.2%	13.9%	1.8%
Elected Member	1	*	*	*	*	*
Member of the public	25	36.0%	52.0%	0.0%	8.0%	4.0%
Other	9	*	*	*	*	*
Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?						
Yes, a lot	22	31.8%	36.4%	0.0%	31.8%	0.0%
Yes, a little	27	11.1%	63.0%	3.7%	14.8%	7.4%
Has a disability (combined base)	49	20%	51%	2%	22%	4%
No	246	27.2%	57.3%	3.3%	10.6%	1.6%
Prefer not to say	13	7.7%	61.5%	0.0%	30.8%	0.0%
What was your age on your last birthday?						
Under 18	0	*	*	*	*	*

18-24	5	*	*	*	*	*
Break % Respondents	Base	Yes, I agree with all aspects	Yes, I agree with some aspects	I neither agree nor disagree with the scheme	No, I don't agree with any aspects	Not sure
25-34	20	40.0%	50.0%	0.0%	10.0%	0.0%
35-44	24	25.0%	62.5%	0.0%	12.5%	0.0%
45-54	41	22.0%	65.9%	0.0%	9.8%	2.4%
55-64	62	21.0%	64.5%	3.2%	9.7%	1.6%
65+	151	25.8%	51.7%	3.3%	16.6%	2.6%
Prefer not to say	11	27.3%	27.3%	18.2%	27.3%	0.0%

Break % Respondents	Do you support the proposed closure of Western Way onto the roundabout, providing an alternative route can be provided to the A30 via the football ground site?			
	Base	Yes	No	Not sure
Total	326	50.3%	33.1%	16.6%
How do you normally travel along/around Brighton Hill Roundabout?				
Car	304	51.0%	32.9%	16.1%
Bicycle	35	37.1%	31.4%	31.4%
On foot	88	54.5%	28.4%	17.0%
Public transport	39	51.3%	28.2%	20.5%
HGV or van	7	*	*	*
Motorcyclist	5	*	*	*
Other	6	*	*	*
How many days in an average week do you use Brighton Hill Roundabout?				
5 days or more	184	47.8%	38.0%	14.1%
3 to 4 days	81	50.6%	27.2%	22.2%
1 to 2 days	41	56.1%	26.8%	17.1%
Less than once a week	12	75.0%	16.7%	8.3%
Never	2	*	*	*
Who are you?				
Local resident	281	50.2%	32.7%	17.1%
Elected Member	1	*	*	*
Member of the public	25	56.0%	36.0%	8.0%
Other	9	*	*	*

Break % Respondents	Base	Yes	No	Not sure
Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?				
Yes, a lot	21	33.3%	52.4%	14.3%
Yes, a little	27	44.4%	40.7%	14.8%
No	248	53.2%	29.4%	17.3%
Prefer not to say	13	30.8%	61.5%	7.7%
What was your age on your last birthday?				
Under 18	0	*	*	*
18-24	5	*	*	*
25-34	20	70.0%	25.0%	5.0%
35-44	24	50.0%	29.2%	20.8%
45-54	42	42.9%	31.0%	26.2%
55-64	63	42.9%	33.3%	23.8%
65+	150	52.7%	34.7%	12.7%
Prefer not to say	11	54.5%	36.4%	9.1%

Break % Respondents	Base	If the proposed link from Western Way to the A30 through the football ground site is not possible, would you still support the closure of Western Way?		
		Yes	No	Not sure
Total	214	34.6%	39.7%	25.7%
How do you normally travel along/around Brighton Hill Roundabout?				
Car	201	34.8%	40.3%	24.9%
Bicycle	23	39.1%	39.1%	21.7%
On foot	62	35.5%	40.3%	24.2%
Public transport	26	23.1%	30.8%	46.2%
HGV or van	5	*	*	*
Motorcyclist	3	*	*	*
Other	4	*	*	*
How many days in an average week do you use Brighton Hill Roundabout?				
5 days or more	112	36.6%	42.9%	20.5%
3 to 4 days	58	32.8%	34.5%	32.8%
1 to 2 days	29	41.4%	34.5%	24.1%
Less than once a week	10	*	*	*
Never	1	*	*	*

Break % Respondents	Base	Yes	No	Not sure
Who are you?				
Local resident	185	34.1%	38.4%	27.6%
Elected Member	1	*	*	*
Member of the public	16	25.0%	68.8%	6.3%
Other	5	*	*	*
Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?				
Yes, a lot	10	*	*	*
Yes, a little	16	37.5%	25.0%	37.5%
No	171	35.1%	40.9%	24.0%
Prefer not to say	5	*	*	*
What was your age on your last birthday?				
Under 18	0	*	*	*
18-24	3	*	*	*
25-34	15	33.3%	33.3%	33.3%
35-44	17	47.1%	35.3%	17.6%
45-54	28	46.4%	42.9%	10.7%
55-64	42	33.3%	42.9%	23.8%
65+	95	28.4%	40.0%	31.6%
Prefer not to say	7	*	*	*

Break % Respondents	Base	If you travel through Brighton Hill junction on foot or by bike, how often do you use the subways?					
		Every day	Every other day	Once a week	Once every two weeks	Once every month	Never
Total	98	8.2%	22.4%	26.5%	13.3%	21.4%	8.2%
Who are you?							
Local resident	87	6.9%	19.5%	27.6%	13.8%	24.1%	8.0%
Elected Member	1	*	*	*	*	*	*
Member of the public	3	*	*	*	*	*	*
Other	4	*	*	*	*	*	*
Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?							
Yes, a lot	6	*	*	*	*	*	*
Yes, a little	10	*	*	*	*	*	*
No	72	6.9%	19.4%	25.0%	15.3%	25.0%	8.3%
Prefer not to say	4	*	*	*	*	*	*

Break % Respondents	Base	Every day	Every other day	Once a week	Once every two weeks	Once every month	Never
What was your age on your last birthday?							
Under 18	0	*	*	*	*	*	*
18-24	0	*	*	*	*	*	*
25-34	7	*	*	*	*	*	*
35-44	4	*	*	*	*	*	*
45-54	15	13.3%	20.0%	26.7%	20.0%	13.3%	6.7%
55-64	23	4.3%	34.8%	17.4%	13.0%	17.4%	13.0%
65+	40	2.5%	20.0%	25.0%	12.5%	35.0%	5.0%
Prefer not to say	5	*	*	*	*	*	*

Break % Respondents	To what extent do you agree or disagree with the proposal to retain the subways, but also provide new traffic signal controlled at grade crossings?						
	Base	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
Total	321	10.3%	11.5%	10.6%	32.1%	32.4%	3.1%
How do you normally travel along/around Brighton Hill Roundabout?							
Car	298	9.1%	11.7%	11.1%	32.2%	32.6%	3.4%
Bicycle	35	8.6%	8.6%	8.6%	22.9%	51.4%	0.0%
On foot	87	9.2%	8.0%	8.0%	24.1%	50.6%	0.0%
Public transport	37	8.1%	8.1%	10.8%	32.4%	40.5%	0.0%
HGV or van	7	*	*	*	*	*	*
Motorcyclist	5	*	*	*	*	*	*
Other	6	*	*	*	*	*	*
How many days in an average week do you use Brighton Hill Roundabout?							
5 days or more	179	14.0%	10.1%	11.2%	29.6%	31.8%	3.4%
3 to 4 days	80	5.0%	11.3%	10.0%	42.5%	28.8%	2.5%
1 to 2 days	41	4.9%	12.2%	7.3%	29.3%	41.5%	4.9%
Less than once a week	12	0.0%	33.3%	16.7%	8.3%	41.7%	0.0%
Never	2	*	*	*	*	*	*

Break % Respondents	Base	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
Who are you?							
Local resident	279	11.1%	11.1%	10.8%	30.8%	33.0%	3.2%
Elected Member	1	*	*	*	*	*	*
Member of the public	24	8.3%	12.5%	8.3%	45.8%	25.0%	0.0%
Other	7	*	*	*	*	*	*
Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?							
Yes, a lot	22	9.1%	4.5%	18.2%	27.3%	40.9%	0.0%
Yes, a little	27	3.7%	25.9%	7.4%	37.0%	25.9%	0.0%
No	244	10.7%	10.7%	9.4%	30.7%	34.4%	4.1%
Prefer not to say	12	25.0%	16.7%	16.7%	33.3%	8.3%	0.0%
What was your age on your last birthday?							
Under 18	0	*	*	*	*	*	*
18-24	5	*	*	*	*	*	*
25-34	20	10.0%	15.0%	30.0%	10.0%	35.0%	0.0%
35-44	24	20.8%	12.5%	12.5%	37.5%	16.7%	0.0%
45-54	41	14.6%	4.9%	19.5%	17.1%	41.5%	2.4%
55-64	62	11.3%	16.1%	6.5%	32.3%	30.6%	3.2%
65+	146	7.5%	10.3%	7.5%	37.0%	33.6%	4.1%
Prefer not to say	12	16.7%	8.3%	0.0%	41.7%	33.3%	0.0%

Break % Respondents	Base	To what extent do you agree or disagree with the proposal for cycle routes?					
		Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
Total	319	6.3%	9.4%	17.2%	33.9%	25.7%	7.5%
How do you normally travel along/around Brighton Hill Roundabout?							
Car	296	6.1%	9.8%	18.2%	33.1%	25.0%	7.8%
Bicycle	35	5.7%	2.9%	5.7%	25.7%	57.1%	2.9%
On foot	86	8.1%	7.0%	15.1%	34.9%	32.6%	2.3%
Public transport	37	10.8%	5.4%	10.8%	29.7%	32.4%	10.8%
HGV or van	7	*	*	*	*	*	*
Motorcyclist	5	*	*	*	*	*	*
Other	6	*	*	*	*	*	*
How many days in an average week do you use Brighton Hill Roundabout?							
5 days or more	181	6.1%	6.1%	19.9%	29.3%	30.4%	8.3%
3 to 4 days	76	5.3%	10.5%	13.2%	48.7%	17.1%	5.3%
1 to 2 days	41	7.3%	14.6%	17.1%	26.8%	22.0%	12.2%
Less than once a week	12	0.0%	41.7%	8.3%	25.0%	25.0%	0.0%
Never	2	*	*	*	*	*	*
Who are you?							
Local resident	278	6.5%	9.7%	17.6%	33.8%	25.9%	6.5%
Elected Member	1	*	*	*	*	*	*
Member of the public	24	8.3%	8.3%	12.5%	29.2%	20.8%	20.8%
Other	6	*	*	*	*	*	*

Break % Respondents	Base	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?							
Yes, a lot	20	5.0%	15.0%	15.0%	30.0%	30.0%	5.0%
Yes, a little	26	0.0%	7.7%	34.6%	26.9%	23.1%	7.7%
No	244	7.4%	9.4%	15.2%	34.0%	26.2%	7.8%
Prefer not to say	12	8.3%	16.7%	25.0%	16.7%	25.0%	8.3%
What was your age on your last birthday?							
Under 18	0	*	*	*	*	*	*
18-24	5	*	*	*	*	*	*
25-34	20	15.0%	25.0%	15.0%	20.0%	20.0%	5.0%
35-44	24	12.5%	8.3%	20.8%	29.2%	29.2%	0.0%
45-54	40	5.0%	2.5%	22.5%	22.5%	40.0%	7.5%
55-64	62	6.5%	11.3%	14.5%	33.9%	29.0%	4.8%
65+	145	4.8%	8.3%	17.2%	38.6%	22.8%	8.3%
Prefer not to say	12	8.3%	16.7%	8.3%	33.3%	16.7%	

Break % Respondents	Base	Which pedestrian/ cycle crossing facilities would you prefer to use?		
		Subways	Traffic signal-controlled crossings	Other
Total	305	60.7%	32.1%	7.2%
How do you normally travel along/around Brighton Hill Roundabout?				
Car	284	60.9%	32.4%	6.7%
Bicycle	35	62.9%	22.9%	14.3%
On foot	87	69.0%	23.0%	8.0%
Public transport	36	52.8%	33.3%	13.9%
HGV or van	7	*	*	*
Motorcyclist	5	*	*	*
Other	5	*	*	*
How many days in an average week do you use Brighton Hill Roundabout?				
5 days or more	171	68.4%	25.1%	6.4%
3 to 4 days	75	44.0%	48.0%	8.0%
1 to 2 days	38	63.2%	28.9%	7.9%
Less than once a week	12	50.0%	41.7%	8.3%
Never	2	*	*	*

Break % Respondents	Base	Subways	Traffic signal-controlled crossings	Other
Who are you?				
Local resident	263	60.5%	33.1%	6.5%
Elected Member	1	*	*	*
Member of the public	24	54.2%	37.5%	8.3%
Other	7	*	*	*
Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?				
Yes, a lot	21	47.6%	42.9%	9.5%
Yes, a little	24	50.0%	41.7%	8.3%
No	233	63.5%	30.5%	6.0%
Prefer not to say	11	45.5%	36.4%	18.2%
What was your age on your last birthday?				
Under 18	0	*	*	*
18-24	5	*	*	*
25-34	20	65.0%	30.0%	5.0%
35-44	24	70.8%	20.8%	8.3%
45-54	41	70.7%	22.0%	7.3%
55-64	60	61.7%	35.0%	3.3%
65+	132	56.1%	37.9%	6.1%
Prefer not to say	12	50.0%	16.7%	33.3%