

## HAMPSHIRE COUNTY COUNCIL

### Officer Decision Record

<b>Decision maker:</b>	Director of Universal Services
<b>Date</b>	28 November 2025
<b>Title</b>	Andover Western Avenue – Final Preferred Scheme

**Contact name:** Leon Scholtz

**Email:** Leon.Scholtz@hants.gov.uk

#### 1. The decision:

- 1.1. That the Director of Universal Services, in consultation and agreement with Test Valley Borough Council (TVBC), agrees the final preferred scheme for Andover Town Centre – Western Avenue, noting that the final approval and delivery of the scheme rests with TVBC.
- 1.2. That the Director of Universal Services gives approval for all actions to be undertaken as necessary, in consultation with Legal Services, to work with the scheme promotor (TVBC) to progress orders, notices, statutory procedures and secure and enter into all appropriate agreements, licences, consents, permissions, rights or easements necessary to enable implementation of the scheme.

#### 2. Reason(s) for the decision:

- 2.1. TVBC has set out its aspirations for the regeneration and economic development of Andover Town Centre in the Andover Town Centre Masterplan. In order to facilitate the Masterplan significant changes are needed to the existing highway, including the reallocation of road space to achieve the placemaking and regeneration objectives.
- 2.2. TVBC are the scheme promoter and have commissioned Hampshire County Council (through the Engineering Services and Capital Delivery Team), to undertake the design, procurement (with TVBC), construction supervision and securing the necessary approvals in respect of the required highway alterations that will enable the creation of the proposed park.
- 2.3. This report is required to agree the final preferred scheme for the highway changes to Western Avenue, seek the required delegated authority to

agree the final preferred scheme and progress the consents required for its delivery. It is noted that the final approval and delivery of the scheme rests with TVBC, and that this will take place in accordance with TVBC's own governance framework and decision-making process.

**3. Other options considered and rejected:**

- 3.1. The option of not supporting the highway changes proposed by TVBC as part of its Masterplan was considered but rejected.
- 3.2. The proposed highway changes are an important aspect of the proposals for Andover Town Centre as they release land for other uses and to support economic development of the town centre. Without the proposed changes the sustainable development principles underpinning the Andover Town Centre Masterplan will not be deliverable.
- 3.3. Any future impact on the Highway Authority (Hampshire County Council) will be minimised and managed and is not considered detrimental, therefore not supporting the proposal is not considered appropriate.

**4. Conflicts of interest:**

4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: **None**.

4.2. **Dispensation granted by the Chief Executive (Head of Paid Service):**  
**None**

<b>Approved by:</b>  -----  <b>Patrick Blogg</b>  <b>Director of Universal Services</b>	<b>Date:</b>  19 December 2025  -----
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## Decision Report

<b>Decision Maker:</b>	Director of Universal Services
<b>Date</b>	28 November 2025
<b>Title</b>	Andover Western Avenue – Final Preferred Scheme

**Contact name:** Leon Scholtz

**Email** Leon.Scholtz@hants.gov.uk

### 5. Purpose of this Report

5.1. Test Valley Borough Council (TVBC) is the scheme promoter and is working with Hampshire County Council in its capacity as Highway Authority and design consultant (through Hampshire Engineering Services) to deliver this project at Western Avenue which will facilitate creation of the proposed park.

5.2. The purpose of this report is to seek approval of the final preferred scheme as agreed in accordance with Recommendation 5 of the [Executive Member for Hampshire 2050 and Corporate Services Decision of 24 October 2024](#) which states:

*“That the Executive Member for Hampshire 2050 and Corporate Services approves the indicative preferred Highway Scheme as detailed in Appendix 1 and delegates authority to the Director of Universal Services to agree, in consultation and agreement with Test Valley Borough Council, the final preferred scheme.”*

5.3. This report also seeks approval, in accordance with the Executive Member’s decision as noted above and all the Director’s delegated powers, to undertake the necessary progression of orders, notices, statutory procedures and secure and enter into all appropriate agreements, licences, consents, permissions, rights or easements necessary to enable implementation of the scheme

### 6. Recommendation(s)

6.1. That the Director of Universal Services, in consultation and agreement with Test Valley Borough Council (TVBC), agrees the final preferred scheme for Andover Town Centre – Western Avenue, noting that the final approval and delivery of the scheme rests with TVBC.

6.2. That the Director of Universal Services gives approval for all actions to be undertaken as necessary, in consultation with Legal Services, to work with the scheme promotor (TVBC) to progress orders, notices, statutory

procedures and secure and enter into all appropriate agreements, licences, consents, permissions, rights or easements necessary to enable implementation of the scheme.

## **7. Executive Summary**

### 7.1. Scheme Outline

- This paper considers the TVBC proposal to create a new linear park in Andover. The new park is key to the Borough's regeneration and economic growth aspirations, which are set out in the Andover Town Centre Masterplan.
- Hampshire County Council has worked with TVBC to develop all stages of design for changes to the highway network, including reallocating roadspace to alternative placemaking uses to support economic development.
- TVBC has allocated funding and been successful in an £18.3 million bid to the Government's Levelling Up Fund to make the changes to Western Avenue as well as the construction of a new theatre. The Levelling Up Fund money needs to be committed by March 2026.
- Hampshire County Council has contributed £1.1 million to the development and delivery of the preferred scheme. This is subject to a Finance Agreement between Hampshire County Council and TVBC. The £1.1m contribution has been funded from developer contributions.
- The scheme delivers on Hampshire County Council's Local Transport Plan 4 (LTP4) principles by reallocating highway space to create a people-focused public realm and improving walking and cycling infrastructure. These changes promote sustainable travel choices, reduce car dependency, and support carbon reduction, while enhancing accessibility and placemaking to foster economic growth and vibrant communities.
- The project is a key component of the Andover Town Centre Masterplan and contributes to an integrated walking and cycling network as set out in the Local Cycling and Walking Infrastructure Plan (LCWIP), providing significant improvements for active travel and supporting healthier, more connected communities.
- TVBC the scheme promoter and has commissioned Hampshire's Engineering Services and Capital Delivery Team to undertake design of the highway changes to facilitate the creation of the park.
- TVBC submitted a planning application in May 2025 for the new park and associated highway changes, to which HCC was a consultee and comments were provided. These comments have been addressed and planning consent was granted on 3rd October 2025.

## 8. Contextual Information

- 8.1. The primary objective of the project, as part of the Town Centre Regeneration Masterplan is to establish a linear park along the River Anton, creating an attractive and accessible route for pedestrians and cyclists travelling to and within the town centre. This initiative also seeks to enhance the ecological value of the river corridor, supporting biodiversity and improving the natural habitat. The design of the park and features therein is being undertaken by LUC, a consultant commissioned by TVBC.
- 8.2. In addition to the park, the project includes significant improvements to the public realm adjacent to the River Anton, strengthening the visual and physical connection to the waterway. This includes a River Restoration project, being undertaken by Southern Water, in parallel with the park design and works.
- 8.3. On 3 October 2022 a [Report to the Executive Lead Member for Transport and Environment Strategy](#) approved the principal of road space reallocation subject to conditions being met. The [Decision Record](#) is linked here.
- 8.4. [Test Valley Borough Council's Cabinet](#) agreed the preferred scheme for Western Avenue and River Anton Riverside Park on 2 October 2024, authorising the progression of all design and development work necessary to enable completion of detailed design, up to and including the submission of a planning application to include production of tender documents and pre-tender cost estimates for construction stages.
- 8.5. The preferred scheme consists of the removal of the A3057 Western Avenue gyratory to create a new linear park (please see Appendix D).
- 8.6. The highways scheme involves the complete removal of the eastern arm of the existing gyratory system by means of a S247 Stopping Up Order and the reconfiguration of the junctions at West Street and Waterloo Court. West Street will be upgraded and converted to a two-way street to accommodate all traffic movements associated with Lidl and Stagecoach, ensuring efficient and safe access for all users.
- 8.7. The highways elements are:
  - Conversion of the existing northbound Western Avenue gyratory to two-way working.
  - Reallocation of roadspace on the southbound Western Avenue to public realm to allow the creation of the linear park.
  - Provision of an alternative arrangement for vehicles, including HGVs, to access/egress the Lidl car park via West Street.
  - Introduction of a new signalised junction between Western Avenue and West Street and provision of more suitable pedestrian and cycle crossing facilities.
  - Provision of a new set-back priority junction between Western Avenue and Waterloo Court together with a more suitable pedestrian and cycle crossing to facilitate connectivity between the new linear park and the existing park at Town Mills.

- Conversion of West Street to two-way working whilst maintaining, and improving where possible, the pedestrian and cycle link through to/from Chantry Street via Lidl and West Street routes.
- Provision for chemical deliveries to the Leisure Centre on West Street, and conversion of the southbound bus stop on Western Avenue to a bus stand for use by schools accessing the leisure centre.
- Introduction of a new loading bay on Chantry Street in the vicinity of the Chantry Lodge.
- Conversion of West Street to two-way working to provide access and egress to the bus station, Lidl car park, Chantry Centre service areas and local residents in Portland Grove.

8.8. TVBC are progressing the Stopping Up Order, and have had significant input from HCC, including discussions and agreement from Asset Management with regard to the extent of the area to be stopped up. The Stopping Up Order application has been submitted to the DfT who are undertaking the Statutory Consultation on the proposals. Asset Management, Estates and Legal are being consulted. The area subject to the Stopping Up Order can be seen in Appendix E.

8.9. From the initial agreed preferred scheme to the final scheme, the main changes are shown in Appendix D, and summarised below:

- Addition of grade separated dual-direction cycle track with widened footway from West Street junction to the Western Avenue Underpass, linking to routes to Andover Station and beyond.
- Relocation of dual-direction cycle track from a set-back arrangement to adjacent to carriageway. Removal of wide centre hatching (1 lane width) to facilitate relocated cycle track, made possible by reduction of speed limit from 40mph to 30mph. Removed maintenance issues with 1m grassed separation verge.
- Realignment of dual-direction cycle track closer to Waterloo Court, providing additional planting area and providing better link to north-south route, with improved intervisibility for road users and cyclists.
- Alteration of Chantry Road/West Street splitter island, to better accommodate vehicle movements, whilst still providing an island for safe crossing of Chantry Road for walking, wheeling and cycle movements.
- Alteration of the existing Lidl car park exit to become the car park entrance for all Lidl customers – agreed with Lidl.
- Addition of a new and separate dedicated bay for Unity Community Transport and Mobile Pantry vehicles, accommodated within Bus Station in a location suitable for Unity Offices and customers. Location agreed with TVBC, Stagecoach and Unity.

## 9. Strategic Case

- 9.1. The preferred scheme for Western Avenue is fully in line with the Local Transport Plan 4 adopted by Hampshire County Council in February 2024. The guiding principle of giving people a choice of high-quality travel options is met through the significant improvements to the walking and cycling network facilitated by the proposals. The guiding principle of providing a transport system that promotes high quality, prosperous places and puts people first is met through the reallocation of highway to provide enhanced public realm and placemaking, which will support the regeneration objectives of the County Council.
- 9.2. An Active Travel England Route Check has been undertaken (see Appendix C).

## 10. Finance

- 10.1. As described above, the scheme is led, sponsored and principally financed by TVBC.
- 10.2. In February 2023 TVBC Full Council agreed to commit a total of £7.3m to the delivery of the Western Avenue improvements and River Park.
- [\(Public Pack\) Agenda Document for Council, 29/02/2024 17:30 \(moderngov.co.uk\)](#) (see 7.2-7.3 on page 124)
  - [Minutes of the above meeting](#) (see page 300)
- 10.3. TVBC were subsequently successful as part of Round Three of the Levelling up Fund and have been awarded £18.3m, primarily to fund the construction of a new multi-purpose theatre and cultural hub in the town centre but the award also included a provisional allocation for the Western Avenue project.
- 10.4. The table below shows the funding for the delivery of the Western Avenue project, which incorporates both the highway elements as well as the new public realm improvements for the park.

Funding Body	Source	Funding Amount
HCC	S106 Developer Contributions	£1.1m
TVBC	Corporate Allocation	£5.3m
TVBC	LUF Allocation	£3.3m
<b>Total for TVBC Masterplan Scheme</b>		<b>£9.7m</b>

- 10.5. As the project is being promoted by TVBC, Hampshire County Council's position is that TVBC assumes all risk (including financial) with regard to the capital delivery of the project. This position was outlined and agreed in a Hampshire 2050 Executive Member Decision Day report in October 2024 - [Agenda for Executive Member for Hampshire 2050 and Corporate Services](#)

[Decision Day on Thursday 24 October 2024, 2.00 pm | About the Council | Hampshire County Council](#) (See item 7).

10.6. The £1.1m HCC contribution is subject to a Finance Agreement with TVBC and funding has been transferred to TVBC. The agreement sets out the usage of this funding.

10.7. An appropriate allowance for risk and contingency has been incorporated into the financial forecast for the highway elements of the scheme, following consultation and agreement with QS Officers.

## 11. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	TVBC led Scheme – Not required	Q3 2026	Q2 2028 (includes completion of park)	TVBC Led Review

## 12. Scheme Details

12.1. The scheme components are outlined above. The highways elements and some park elements will be delivered via the Gen-5-3 Framework. The Landscaping and custom elements within the park as designed by TVBC Park Consultants will be undertaken via another contract.

12.2. The designs by TVBC consultants have been reviewed by and a draft phasing plan prepared for further work and discussion with TVBC and the Main Works Contractor.

12.3. Streetworks have also been consulted to ensure that the road space is clear of other works, and appropriate traffic management is being proposed to minimise the impact on road users, local businesses and visitors to Andover.

## 13. Departures from Standards

13.1. Departures from Standards have been submitted to the Departures Board, and all departures have been agreed or designed out of the scheme.

- 219/05-2025 – Approved 19/05/2025
- 207/04-2025 – Approved 16/04/2025
- 208/04-2025 – Approved 16/04/2025

## 14. Consultation and Equalities

14.1. Engagement has been led by TVBC, with consultation by the County taking place throughout the development of the final scheme to ensure alignment

with their objectives and requirements. The Statement of Community Involvement submitted as part of the planning application details all engagement undertaken.

14.2. The scheme has strong backing from both HCC and TVBC. It was endorsed through HCC Executive Member decisions in 2022 and 2024 and approved by TVBC Cabinet in October 2024. Members from both authorities have been engaged throughout via briefings and workshops, ensuring alignment with strategic priorities and local aspirations.

14.3. Approved Planning Application: [25/01047/FULLN | Western Avenue Andover Hampshire](#). The Planning Decision Notice (approval) can be found [here](#).

14.4. The key points from the engagement are:

#### ***Stagecoach***

- The Councils (TVBC and HCC) have engaged with Stagecoach throughout the design process to ensure that the changes to West Street and the bus station forecourt meets their requirements. This has involved in person and online meetings to share the progression of the road design through the early stages of design development to respond to their needs and concerns raised.
- A full vehicle tracking exercise of the proposed changes to the road network was organised by Hampshire County Council and TVBC for 19th and 20th August at Thruxton Airfield. This involved highway surveyors accurately marking out the proposed West Street design and Stagecoach testing several of their buses within the new layout.
- Stagecoach are content with the proposals.

#### ***Unity***

- The Unity community bus currently uses the bus stand on Western Avenue. As such, a new location for the community bus needed to be identified. Meetings took place with Unity to understand their requirements and during these discussions the importance of the community bus staying near the bus station and Shopmobility unit were understood.
- HCC worked with TVBC and their landscape consultants, Stagecoach and Unity to provide an additional bay within the bus station forecourt closest to the park for a single vehicle.

#### ***Chantry Lodge Residents***

- Some residents raised concern with the scheme in respect of the potential increase in traffic, noise and air pollution affecting their properties. These concerns related to the proposed changes to West Street to accommodate two-way vehicular traffic and vehicles associated

with Lidl accessing the store from West Street rather than Western Avenue.

- Requests were made for:
  - A loading bay for food and parcel deliveries for residents
  - A reduction in speed limit along West Street from 30 mph to 20mph.
  - Improvements to location and alignment of pedestrian crossings at the bend with West Street and Chantry Street to prevent people crossing on the bend.
  - Improvements to the location for chemical deliveries lorries associated with the Leisure Centre.
- These have been incorporated into the design.

**Public Engagement Events**

- On 27th and 29th March 2025, public engagement sessions took place in Unit 53 of the Chantry Centre to provide members of the public with the opportunity to review the design progress of the Western Avenue Riverside Park project in a drop-in format, and provide feedback, both written and verbal, to the project team so that further design development as part of RIBA Stage 4 for the park design, and Detailed Design for the Highways works, would be informed by that public feedback. The engagement sessions were productive and well-attended, with over 400 members of the public taking part in the two drop-in events. The majority of comments were positive.

**Other Groups** have also been engaged by TVBC including

- Community Groups, focusing on accessibility and inclusive design.
- Taxi Operators and TVBC Licencing Team.

14.5. As TVBC is the scheme promoter, the Communications Plan lies with TVBC. HCC communications will be complementary to TVBC’s communications and will relate to the highway elements during the construction phase

14.6. Equality Impact Assessment

Impact	
Age	<b>Positive</b> – Improved access for all age groups, especially older adults and children, through safer crossings and dedicated paths. The riverside park for which the highway is being modified will feature seating, shade, and rest areas for older people and families with young children.
Disability	<b>Positive</b> – Wheeling routes and accessible crossings support mobility-impaired users, with level surfaces and the use of tactile paving throughout.

Sexual Orientation	<b>Neutral</b> – No direct impact, but inclusive design and community engagement can foster a welcoming environment.
Race	<b>Neutral to Positive</b> – Inclusive public spaces can promote community cohesion and a wide range of stakeholders within the community have been engaged.
Religion and belief	<b>Neutral</b> – No direct impact for the highway element, but the park could support cultural events or quiet reflection areas
Gender Reassignment	<b>Neutral</b> – No direct impact for the highway element. Safe, inclusive public spaces benefit trans and non-binary individuals.
Sex	<b>Positive</b> – Safer walking and cycling routes benefit women, who may feel less safe in poorly lit or isolated areas.
Marriage and civil partnership	<b>Neutral</b> – No direct impact.
Pregnancy and maternity	<b>Positive</b> – Improved footways and crossings support parents with prams and pregnant individuals through the use of smooth and level services.
<b>Other policy considerations</b>	
Poverty	<b>Positive</b> – No direct impact for highway element; however free-to-access park and active travel routes support low-income groups.
Rurality	<b>Positive</b> – Enhances links between town centre and surrounding areas via connected routes to wider rural networks and transport facilities.
Other factors	
Geographical impact	<b>Positive</b> – Central Andover benefits directly.

14.7. TVBC assessed the scheme through its internal EDI Network on 4th June 2025 to engage with the EDI Network on the Equality Impact Assessment for the scheme and to solicit feedback from an equalities perspective, evidencing that this has been through significant internal consultation. The TVBC Internal Policy team also took a keen interest in ensuring that this document was robust. The TVBC Equality Impact Assessment can be viewed here: [TVBC EqIA - Western Avenue Riverside Park.pdf](#)

## 15. Climate Change Impact Assessments

15.1. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the County Council does.

15.2. Given that this report is not seeking authority for the County Council to implement any physical measures or changes, the Climate Change Adaptation and Carbon Mitigation tools are not considered to be relevant to this report. Notwithstanding this, a discussion of how the consideration of potential carbon and climate change impacts are feeding into the scheme development is provided below.

**16. Carbon Impact RAG Status**

Colour	Criteria
GREEN (below net zero)	The main scheme objective promotes choice of modes to reduce car dependency which aligns with the County Council's climate change strategy.

**16.1. Brief Explanation of Carbon RAG**

16.2. Closure of the A3057 Western Avenue gyratory, and associated road space reallocation that will enable public realm and active travel improvements, along with measures to increase bus priority along the corridor, will help to reduce car use and prioritise walking, cycling and bus travel over travel by private car. Along with other planning and transport policies and schemes to be introduced across the Andover area this will help to decarbonise transport.

16.3. There will be embodied carbon related to the construction of new junctions and changes to the highway and new public realm enhancements such as the linear park.

**17. Climate Change Adaptation**

17.1. Vulnerability to climate change is a key consideration in the design of the drainage for the scheme. The drainage will be designed to the standards set out in guidance, which include an allowance for likely future changes in rainfall frequency and intensity as a result of climate change. The associated works by Southern Water to de-channelise the River Anton and create improved chalk stream habitats, and by TVBC to create a new park and reduce the area of tarmac to the west of the River, will both strongly support climate change adaption.

**18. Carbon Mitigation**

18.1. This project is looking to support and promote sustainable transport through improved measures for people walking and cycling. The aim of the Masterplan is also to make Andover a more attractive destination for residents in its hinterland so encouraging local living and a reduction in car usage by people travelling to destinations a longer distance away. The objectives of the scheme strongly align with the Local Transport Plan 4 and therefore align with aims to reduce carbon emissions from transport.

## **19. Statutory Procedures**

- 19.1. Planning Consent has been granted by the Local Planning Authority (TVBC) for the scheme. Any works on the public highway, outside of the application boundary, have been assessed and are considered permitted development. Enabling works will be required for works on land owned by Lidl. TVBC, HCC and Lidl have had favourable discussions on the entrance and exits to the store and the works will be subject to agreement between the parties. Internal changes to the Lidl car park are planned. TVBC and Lidl are liaising with the LPA to determine whether this will require express Planning Permission or may be undertaken as Permitted Development.
- 19.2. The necessary temporary traffic signals approval and Streetworks permits will be arranged prior to the commencement of the works.
- 19.3. There will be a need for periods of road closure to allow works to be completed safely; the necessary Temporary Traffic Regulation Order will be effective prior to the implementation of any road closures.
- 19.4. Traffic Regulation Orders (TRO) are being progressed to facilitate the changes to the highway layout. The changes include
- Reduction in speed limit on Western Avenue from 40mph to 30mph
  - Reduction in speed limit on West Street from 30mph to 20mph
  - Reduction in speed limit on Waterloo Court from 30mph to 20mph
  - Changes to Limited Waiting, Waiting Restrictions, Loading and Unloading, One-Way Traffic, Taxi Bays and Bus Lanes across the scheme.
- 19.5. A schedule of the required TROs is shown in Appendix F.
- 19.6. TROs are subject to a statutory 21-day public consultation. The preparation, advertising, consideration of any objections and enactment will be undertaken by HCC Traffic Management Team. Any objections to the proposed TROs will follow HCC's Governance processes and will be considered by Head of Highways (Traffic & Safety) in consultation with the Executive Member for Highways and Passenger Transport.
- 19.7. The conversion of existing footways into shared footways/cycleways and the provision of new cycleways will be progressed in accordance with the provisions of Sections 65 and 66 of the Highways Act 1980, with no TRO requirement.
- 19.8. The introduction of raised crossing for the cycle track across Waterloo Court will be consulted upon in line with statutory requirements and progressed in accordance with Section 23 of the Road Traffic Regulation Act 1984 as amended.

## **20. Land Requirements.**

- 20.1. In relation to the highways design, third party land belonging to TVBC is required. As the scheme is being promoted and led by TVBC, all locations

where land is required has been agreed and will be subject to dedication as Public Highway (that is, highway maintained at the public expense).

20.2. The park area as previously described is subject to a Stopping Up Order and Highway rights will be extinguished by the SUO to TVBC as the Landowner.

## **21. Maintenance Implications**

21.1. The impact of new infrastructure schemes on future maintenance has been considered through the design process and the final design will be submitted to Highways Asset Management for a review.

21.2. The Asset Management Scheme Consultation process is being undertaken and is expected to be signed off by both the client manager and Asset Management.

21.3. New areas of dedicated highway will become the responsibility of Hampshire County Council as the Highway Authority, while the park and any other areas will revert to TVBC for future maintenance. As such there is a reduction in maintenance liability for HCC as the overall area of highway is reduced and the new layout will involve activities and new infrastructure replacing an area that would otherwise have needed maintenance in the short to mid-term future.

21.4. See Appendix D for Plans of the scheme.

**CORPORATE OR LEGAL INFORMATION:****Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>		<b>Yes</b>
<b>People in Hampshire live safe, healthy, and independent lives:</b>		<b>Yes</b>
<b>People in Hampshire enjoy a rich and diverse environment:</b>		<b>Yes</b>
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>		<b>Yes</b>

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
<a href="#">Transport Proposals Supporting Economic Development in Andover</a>	03 October 2022
<a href="#">Executive Member for Hampshire 2050 and Corporate Services - Andover Western Avenue – Preferred Option</a>	24 October 2024
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

**Section 100 D - Local Government Act 1972 - background documents**

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

## EQUALITIES IMPACT ASSESSMENT:

### 1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

### 2. Equalities Impact Assessment:

An Equality Impact Assessment has been undertaken. This has showed the scheme will have either positive or neutral impact.

Impact	
Age	<b>Positive</b> – Improved access for all age groups, especially older adults and children, through safer crossings and dedicated paths. The riverside park for which the highway is being modified will feature seating, shade, and rest areas for older people and families with young children.

Disability	<b>Positive</b> – Wheeling routes and accessible crossings support mobility-impaired users, with level surfaces and the use of tactile paving throughout.
Sexual Orientation	<b>Neutral</b> – No direct impact, but inclusive design and community engagement can foster a welcoming environment.
Race	<b>Neutral to Positive</b> – Inclusive public spaces can promote community cohesion and a wide range of stakeholders within the community have been engaged.
Religion and belief	<b>Neutral</b> – No direct impact for the highway element, but the park could support cultural events or quiet reflection areas
Gender Reassignment	<b>Neutral</b> – No direct impact for the highway element. Safe, inclusive public spaces benefit trans and non-binary individuals.
Sex	<b>Positive</b> – Safer walking and cycling routes benefit women, who may feel less safe in poorly lit or isolated areas.
Marriage and civil partnership	<b>Neutral</b> – No direct impact.
Pregnancy and maternity	<b>Positive</b> – Improved footways and crossings support parents with prams and pregnant individuals through the use of smooth and level services.
<b>Other policy considerations</b>	
Poverty	<b>Positive</b> – No direct impact for highway element; however free-to-access park and active travel routes support low-income groups.
Rurality	<b>Positive</b> – Enhances links between town centre and surrounding areas via connected routes to wider rural networks and transport facilities.
Other factors	
Geographical impact	<b>Positive</b> – Central Andover benefits directly.

## Active Travel England Route Check

### Western Avenue

[Western Avenue - ate-route-check-tool - Western Avenue Section.xlsx](#)

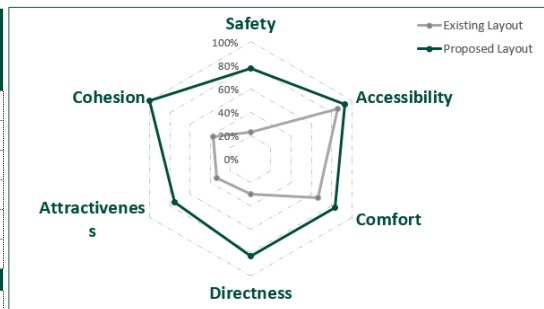
Policy Check				
#	Policy Principle	Compliance		Commentary
		Existing	Proposed	
P001	Are cyclists separated from pedestrians?	No	Yes	Existing - Route is currently shared use where facilities exist. Proposed - segregated cycle route runs length of scheme for revived section.
P002	Is the route free from barriers, such as chicane barriers, steps or dismount signs?	Yes	Yes	Existing - one dismount sign at end of route at southern extent, no chicanes or steps. Carriageway remains most significant barrier with no controlled facilities for crossing. Proposed - end of route sign will be installed, and cyclists dismount removed.
P003	Does the route feel direct, logical and intuitive to understand for all road users?	Yes	Yes	Existing - route required following the gyratory, leading to indirect route. However this given the current layout of the highway is logical and intuitive and signed appropriately. Proposed - route will be linear, providing options for both pedestrians, wheeled users and cyclists whether through new linear park or cyclists utilising the designated direct route along Western Avenue.
P004	Are surfaces suitable for all users?	Yes	Yes	Existing - Surfacing suitable for all users.
P005	Is appropriate lighting provided?	Yes	Yes	Both existing and proposed route are street lit.
P006	Does the route join together, or join other facilities together, as part of a holistic, connected network?	Yes	Yes	Existing and proposed routes link to existing facilities.

- Existing design is shared use facilities for entirety of route. Proposed design offers segregated routes with designated cycle only route alongside Western Avenue for a direct route noter/south. Casual/inexperienced/vulnerable cyclists wishing a calmer route, can proceed into proposed park area with shared use paths (not highway area), with access to town centre, bus station and facilities. Parallel crossings at junctions introduced.

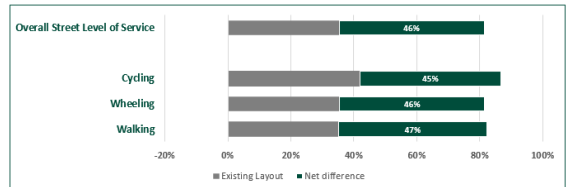
## Results Summary

Overview	Complete	Remaining Issues for review	Next steps
<b>Policy Conflicts</b>	Yes	<b>0</b>	No further action
<b>Critical Issues</b>	No	<b>Complete Safety Check and Critical Issues Log</b>	Complete Safety Check and Critical Issues Log
<b>Net difference</b>			
<b>Safety Check</b>	Yes	55%	The proposed design will likely improve safety
<b>Street Check</b>	Yes	46%	The proposed design will likely improve the route quality
<b>Street Placemaking</b>	Yes	48%	The proposed design will likely improve the quality of place
<b>Path Check</b>	N/A	N/A	N/A
<b>Path Placemaking</b>	N/A	N/A	N/A
<b>Junction Assessment Tool Check</b>	No	N/A	N/A

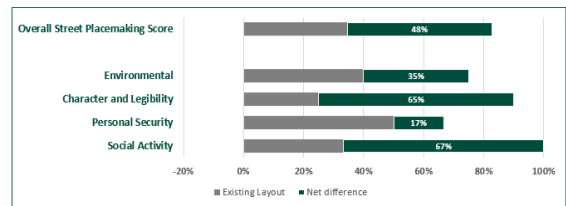
Street Check Level of Service			
Categories	Existing Layout	Proposed Layout	Net difference
Safety	23%	77%	55%
Accessibility	86%	93%	7%
Comfort	67%	83%	17%
Directness	30%	83%	53%
Attractiveness	33%	75%	42%
Cohesion	38%	100%	63%
<b>Overall ATE Score</b>	<b>35%</b>	<b>81%</b>	<b>46%</b>



Street Level of Service by Transport Mode			
Mode	Existing Layout	Proposed Layout	Net difference
Walking	35%	82%	47%
Wheeling	36%	82%	46%
Cycling	42%	87%	45%
<b>Overall Street Level of Service</b>	<b>35%</b>	<b>81%</b>	<b>46%</b>



Street Placemaking			
Categories	Existing Layout	Proposed Layout	Net difference
Social Activity	33%	100%	67%
Personal Security	50%	67%	17%
Character and Legibility	23%	90%	65%
Environmental	40%	75%	35%
<b>Overall Street Placemaking Score</b>	<b>35%</b>	<b>83%</b>	<b>48%</b>



**Route Check**  
Active Travel England  
**Junction Assessment Tool**

**Existing: Junction 1**

**JAT Score (%)** 17%

**Junction Name** Western Avenue/West Street

**Commentary / Notes** There are no facilities on western side of Western Avenue so those movements have not been included. It is assumed there is a single N-S desire line along Western Avenue.

Walking and Wheeling Movements	Crossing	Score	Comments
A	Western Avenue N-S desire line	X	No provision
B	Across western avenue	X	No provision
C	Across west street	1	Not fully on the desire line
<b>Total Score</b>		<b>17%</b>	

Cycling Movements	Movement	Score	Comments
1	Western avenue (N-S)	0	Assume cyclists mixing with traffic
2	Western avenue to West Street	0	Assume cyclists mixing with traffic
3	Western avenue (N-S)	0	Assume cyclists mixing with traffic
4	Western avenue to West Street	1	On shared use path
5	West St to Western Avenue (south)	0	
6	West St to Western Avenue (north)	1	On shared use path
<b>Total Score</b>		<b>17%</b>	

**Proposed Design: Junction 1**

**JAT Diagram**

**JAT Score (%)** 83%

**Junction Name** Western Avenue/West Street

**Commentary / Notes** Assumed a single N-S desire line which incorporates both parts of western avenue. Strategic trips will use segregated cycle only path while some people may cycle through park (shared use) to access park or parts of shopping centre.

Walking and Wheeling Movements	Crossing	Score	Comments
A	Western Avenue N-S desire line	2	
B	Across western avenue	2	
C	Across west street	2	Desire line is accommodated by B.
<b>Total Score</b>		<b>100%</b>	

Cycling Movements	Movement	Score	Comments
1	Western avenue (N-S)	2	Fully segregated
2	Western avenue to West Street	2	Dedicated crossing and then can be on road (low traffic and low speed) - can then join shared use path but junction itself is Green
3	Western avenue (N-S)	2	Fully segregated
4	Western avenue to West Street	1	On shared use path
5	West St to Western Avenue (south)	1	On shared use path and then sparrow crossing
6	West St to Western Avenue (north)	1	On shared use path
<b>Total Score</b>		<b>0.35</b>	

Junction Level of Service					
Junction Name	Modes	Existing Layout	Proposed Layout	Net difference	
Western Avenue/West Street	Walking & Wheeling	17%	100%	83%	
	Cycling	17%	75%	58%	
	All	17%	83%	67%	

**West Street –**  
[Western Avenue - ate-route-check-tool - West Street.xlsx](#)

Policy Check				
#	Policy Principle	Compliance		Commentary
		Existing	Proposed	
PO01	Are cyclists separated from pedestrians?	No	No	Shared use facility due to constrained environment in both existing and proposed scheme
PO02	Is the route free from barriers, such as chicane barriers, steps or dismount signs?	Yes	Yes	In both the existing and proposed there are no chicane barriers, steps or dismount signs
PO03	Does the route feel direct, logical and intuitive to understand for all road users?	Yes	Yes	Existing - there is a cycle lane markings on the carriageway. Proposed - there will be signage and the route is a straight line
PO04	Are surfaces suitable for all users?	Yes	Yes	In both the existing and proposed surfaces are suitable for all users
PO05	Is appropriate lighting provided?	Yes	Yes	Both existing and proposed route are street lit.
PO06	Does the route join together, or join other facilities together, as part of a holistic, connected network?	Yes	Yes	Existing and proposed routes link to existing facilities.

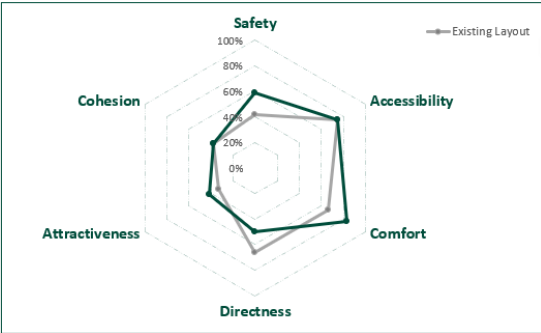
- The stretch of West Street East/West past the leisure centre is a shared use facility
- Due to the removal of the on-road cycleway and the carriageway width constraints - the cycle route on West St continues to be a shared use facility



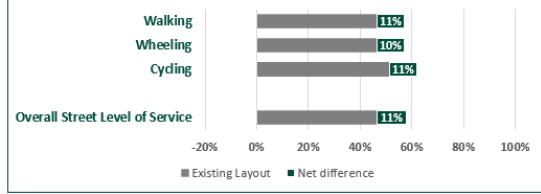
## Results Summary

Overview	Complete	Remaining Issues for review	Next steps
Policy Conflicts	Yes	2	View Comments in Policy Check and Policy Conflict Log tabs
Critical Issues	Yes	0	No further action
Net difference			
Safety Check	Yes	17%	The proposed design will likely improve safety
Street Check	Yes	11%	The proposed design will likely improve the route quality
Street Placemaking	Yes	10%	The proposed design will likely improve the quality of place
Path Check	N/A	N/A	N/A
Path Placemaking	N/A	N/A	N/A
Junction Assessment Tool Check	No	N/A	N/A

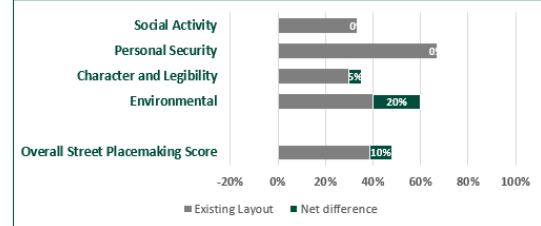
Street Level of Service			
Categories	Existing Layout	Proposed Layout	Net difference
Safety	42%	58%	17%
Accessibility	75%	75%	0%
Comfort	67%	83%	17%
Directness	67%	50%	-17%
Attractiveness	33%	42%	8%
Cohesion	38%	38%	0%
Overall Street Level of Service			
	47%	58%	11%



Street Level of Service by Transport Mode			
Mode	Existing Layout	Proposed Layout	Net difference
Walking	46%	57%	11%
Wheeling	47%	57%	10%
Cycling	51%	62%	11%
Overall Street Level of Service			
	47%	58%	11%



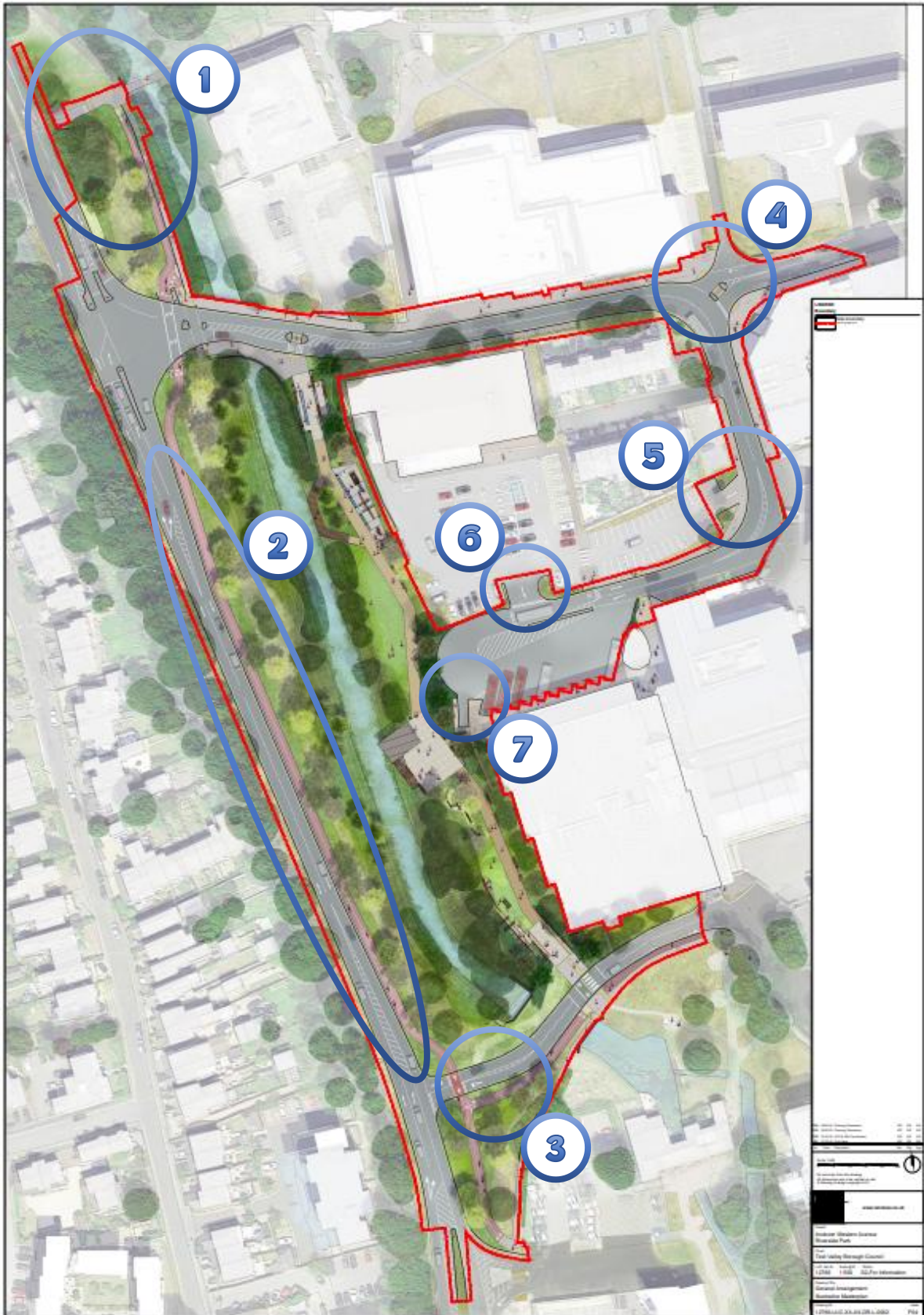
Street Placemaking			
Categories	Existing Layout	Proposed Layout	Net difference
Social Activity	33%	33%	0%
Personal Security	67%	67%	0%
Character and Legibility	30%	35%	5%
Environmental	40%	60%	20%
Overall Street Placemaking Score			
	38%	48%	10%










**Initial Approved Proposal - Illustrative Layout**  
**Andover Western Avenue - Preferred Option - Appendix 03-2024-10-24-EMH2050 Decision Day**



**Final Scheme Proposal – Illustrative Layout**  
**TVBC Planning Portal -Final Scheme Proposal**

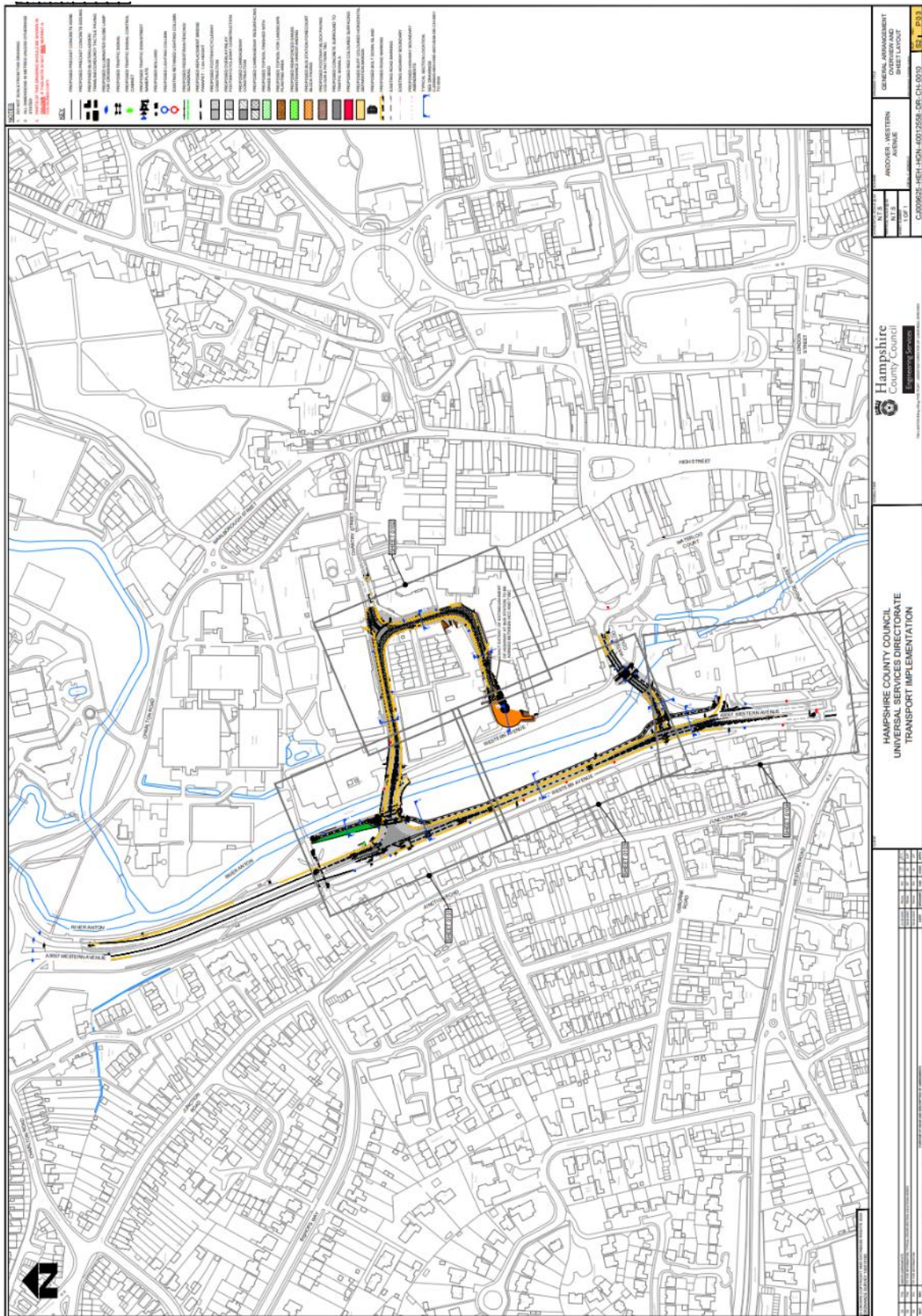


## Key to main changes from Initial Approved Proposal to Final Scheme Design

-  Addition of grade separated dual-direction cycle track with widened footway from West Street junction to the Western Avenue Underpass, linking to routes to Andover Station and beyond.
-  Relocation of dual-direction cycle track from a set-back arrangement to adjacent to carriageway. Removal of wide centre hatching (1 lane width) to facilitate relocated cycle track, made possible by reduction of speed limit from 40mph to 30mph. Removed maintenance issues with 1m grassed separation verge.
-  Realignment of dual-direction cycle track closer to Waterloo Court, providing additional planting area and providing better link to north-south route, with improved intervisibility for road users and cyclists.
-  Change to Chantry Road/West Street splitter island, to better accommodate vehicle movements, whilst still providing island for safe crossing of Chantry Road for walking, wheeling and cycle movements.
-  Alteration of the existing Lidl car park exit to become car park entrance for all Lidl customers – agreed with Lidl.
-  Alteration of existing Lidl car park entrance to become car park exit for all Lidl customers – agreed with Lidl.
-  Addition of new and separate dedicated bay for Unity Community Transport and Mobile Pantry vehicles, accommodated within Bus Station in a location suitable for Unity Offices and customers. Location agreed with TVBC, Stagecoach and Unity.



# Final Scheme Proposal – GA (Highways) TVBC Planning Portal - General Arrangement Overview



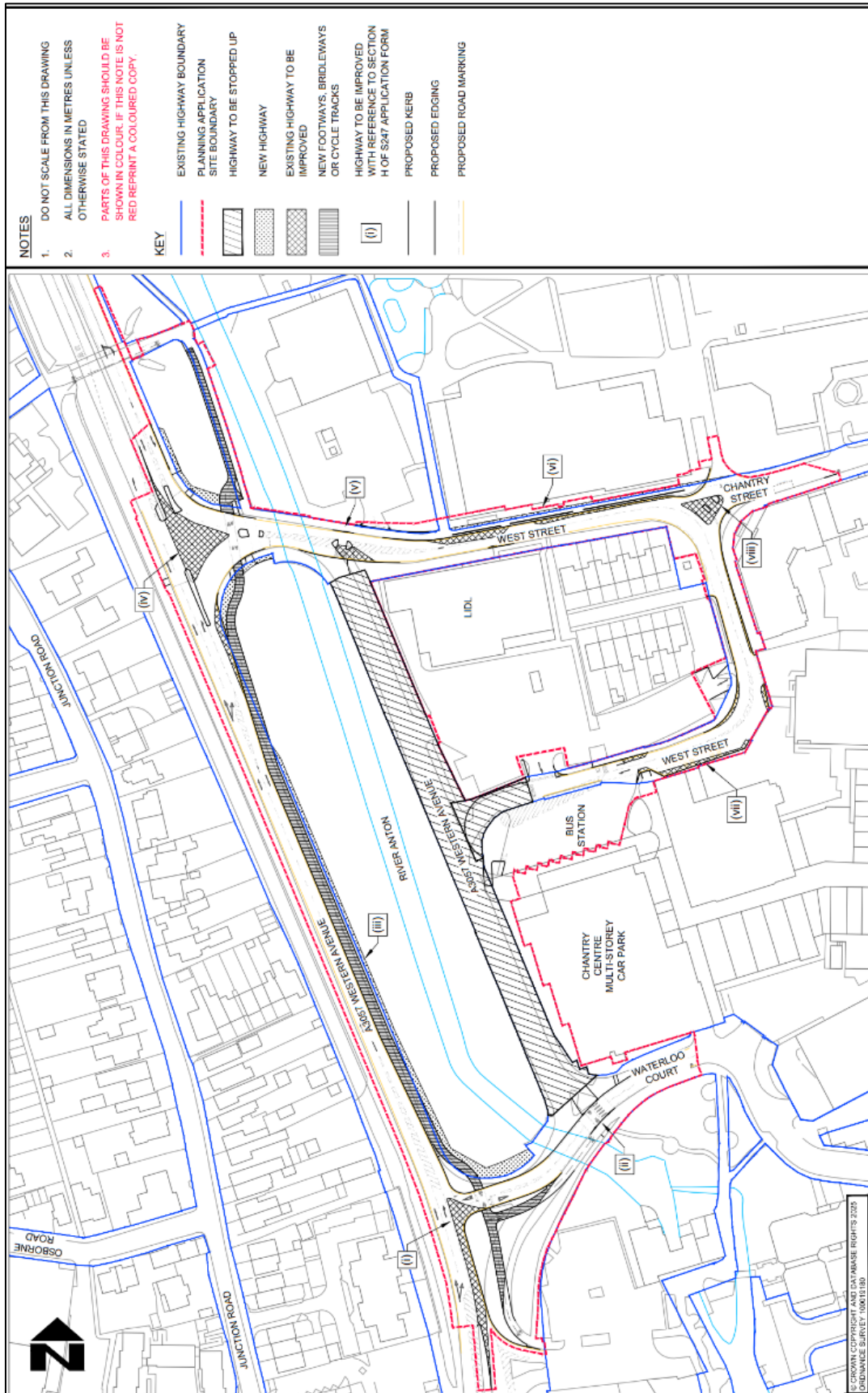








# Stopping Up Order Plan



## Traffic Regulation Orders

Western Avenue TRO Requirements & Tracking						
Scheme	Road Name	TRO Type	TRO Type 2	Existing Regulation	New Regulation	Notes
Western Avenue Park	Waterloo Court	Cycle	Cycleway	None	Cycle Only	Between Waterloo Court parallel crossing and Western Avenue where cycle track merges
Western Avenue Park	Western Avenue	Cycle	Cycleway	None	Cycle Only	Between West Street and Waterloo Court where cycle track joins with Waterloo Court
Western Avenue Park	West Street	Cycle	Cycleway	None	Shared Use Path	Does this need a TRO?
Western Avenue Park	Western Avenue	Moving Traffic	Bus Lane	None	Bus Lane	motor cycles N, Taxi - N, pedal cycles - N (pedal cycles to use shared use path), - TAL17/24 bus lane. Oil check all criteria is applicable to the scheme.
Western Avenue Park	West Street	Moving Traffic	POD	One-Way	Two-Way	One-way order needed revoking
Western Avenue Park	West Street	Moving Traffic	POD	None	Bus Gate	Bus and Authorised vehicles only at corner of West Street by Waitrose service yard.
Western Avenue Park	West Street	Moving Traffic	POD	None	No Entry	No westbound access past Lidl egress
Western Avenue Park	West Street	Moving Traffic	POD	None	Bus Only	Entry to the bus station - bus apron is 3rd party, however signs on highway needed to prevent unauthorised access
Western Avenue Park	West Street	Moving Traffic	POD	One-way	One-Way	Current one-way to be revoked (generally southbound). Possible need eastbound from Lidl egress/bus station access to bus station forecourt access to ensure vehicles exiting Lidl turn left.
Western Avenue Park	Chantry Street	Speed	Speed	30mph	20mph	extends current 20 in Chantry Street to West Street
Western Avenue Park	West Street	Speed	Speed	30mph	20mph	West Street - from uncontrolled crossing north of Lidl to bus station forecourt/no entry.
Western Avenue Park	Western Avenue	Speed	Speed	40mph	30mph	Revocation of current 40 from north of Bridge Street to Folly Roundabout
Western Avenue Park	Waterloo Court	Speed	Speed	30mph	20mph	in its entirety
Western Avenue Park	Chantry Street	Static Restrictions	Waiting/Loading	None	Loading Bay	new loading bay to be installed adjacent to Chanty Lodge
Western Avenue Park	Waterloo Court	Static Restrictions	Waiting/Loading	NWAAT	NWAAT	review existing NWAAT - due to new junction lengths will need amending
Western Avenue Park	West Street	Static Restrictions	Waiting/Loading	Taxi & Loading Bay	Bus Stand	Taxi and Loading bay need revoking to be replaced by Bus Stand
Western Avenue Park	West Street	Static Restrictions	Waiting/Loading	None	Loading Bay	Not sure if needed - on 3rd party land for Leisure Centre, but will need to cross the shared use path.
Western Avenue Park	West Street	Static Restrictions	Waiting/Loading	NLAAT	NLAAT	proposals extend no loading to most of West Street - required to prevent parking which would obstruct buses
Western Avenue Park	Western Avenue	Static Restrictions	Waiting/Loading	DYL	DYL	General tidying of No Waiting along Western Avenue into Waterloo Court and West Street required to suit final layout.
Theatre	Waterloo Court	Static Restrictions	Waiting/Loading	Bus Only (one bay)	remove	one bay only - need to replace with surrounding TRO.
Theatre	Waterloo Court	Static Restrictions	Waiting/Loading	Limited Waiting	Limited Waiting	One bay relocated - another new one created
Theatre	Waterloo Court	Static Restrictions	Waiting/Loading	None	Drop-Off	Relocation of limited waiting
Theatre	Waterloo Court	Static Restrictions	Waiting/Loading	None	None	Need to understand the highway extents - TVBC requesting a drop-off bay for the theatre - not a waiting bay just drop-off/pick-up - Client has suggested using DYL for this - NOT a limited wait due to enforcement issues.
Theatre	Waterloo Court	Static Restrictions	Notice	None	None	Public Notice required for Raised Table - TM team to arrange - notice drafting and advertising costs only.
Western Avenue Park	Waterloo Court	Static Restrictions	Notice	None	None	Public Notice required for Raised Table - TM team to arrange - notice drafting and advertising costs only.
Western Avenue Park	West St & Waterloo Ct	Controlled Crossing	ITS Process	None	None	West Street and Waterloo Court locations.
Western Avenue Park	Waterloo Court	Vertical Feature	Notice	None	None	Raised Crossing for Cycle Track across Waterloo Court