



Technical Note

West Street, Andover

26-081-RPT-001 Rev -

Highways Technical Review

June 2026

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
-	Draft	SW	DA	CG		05/06/2026
A	Final	SW	DA	CG	SW	08/06/2026

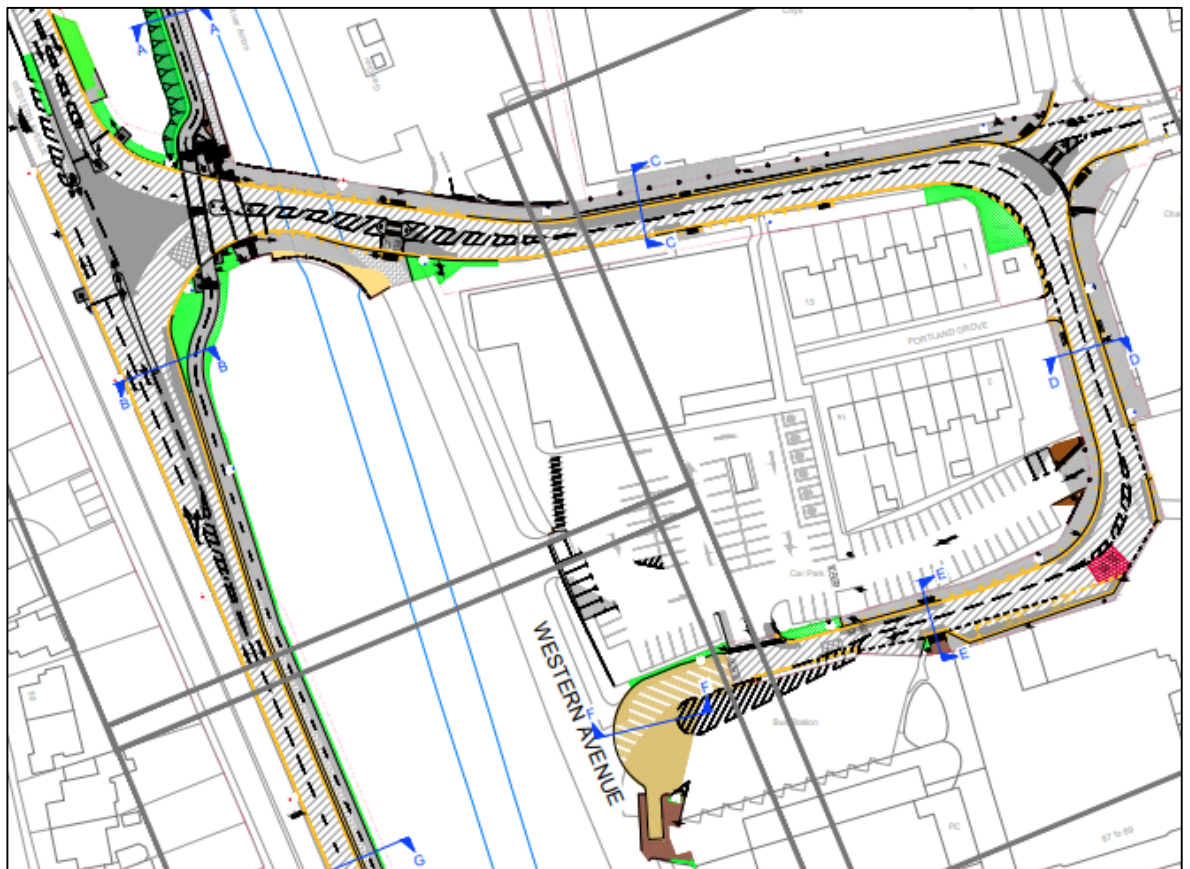
1 Introduction

1.1 Background

- 1.1.1 Charles & Associates Consulting Engineers Ltd (C&A) have been commissioned by a local residents group to undertake a technical review of proposals by Test Valley Borough Council (TVBC) and Hampshire County Council (HCC) to stop up West Street in Andover as part of a wider scheme to create a ‘Riverside Park’ adjacent to Western Avenue in the town centre.
- 1.1.2 The wider proposals comprising the “*Closure/stopping up and removal of southbound carriageway of Western Avenue gyratory and associated changes to the highway network, including West Street and Waterloo Court, to allow for the development of a park with areas of hard and soft landscaping, play areas, lighting, pavilion, river viewing platforms and an off-road cycleway*” were granted planning consent in October 2025 (app ref: 25/01047/FULLN).
- 1.1.3 Whilst the proposals have received planning consent, it remains appropriate to consider whether the revised highway arrangements proposed within West Street represent an appropriate, safe and efficient solution for all road users.

- 1.1.4 The following report is intended to provide a technical review of highways and transportation matters with respect to a Stopping Up Order Inquiry under s247 of the Town and Country Planning Act. Specifically, the review is focused on the proposed scheme on West Street, which include proposals to close the southern connection onto Western Avenue, reconfiguration of the bus station and converting West Street from a one-way operation to two-way. An extract of the proposed scheme drawing is provided below.

Figure 1.1: Extract of Proposed Scheme



- 1.1.5 The scheme within West Street involves the general widening of the carriageway to facilitate two-way traffic movements, reconfiguration of the northern junction with Western Avenue, reconfiguration of the bus station layout and alterations to the access arrangements for the Lidl supermarket.
- 1.1.6 The proposals are supported by numerous technical drawings, including vehicle swept path analysis, geometry and visibility measurements. In addition, the scheme has been subject to a Stage 1 Road Safety Audit, undertaken by HCC. This supporting material has been technically reviewed, and any arising issues / concerns are set out in the following report.

1.2 Report Structure

1.2.1 The technical review of the proposals has been undertaken and the matters arising from this have been grouped under the following key themes:

1. Active Travel Provision
2. Vehicular Movement
3. Highway Safety

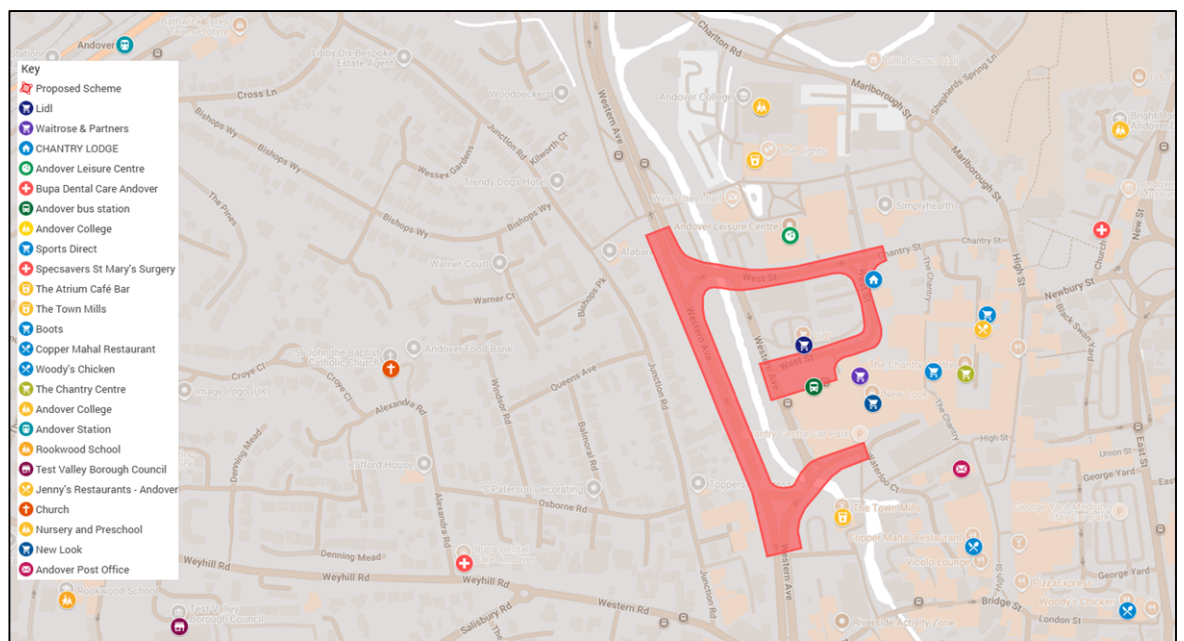
2 Active Travel Provision

2.1.1 Whilst it is acknowledged that the wider scheme incorporates new active travel facilities adjacent to Western Avenue, the proposals within West Street are considered to reduce facility provision for active modes by prioritising vehicular modes.

2.1.2 It is important to consider the context of the site and surrounding facilities in terms of the likely 'desire lines or routes' for active travel users. As indicated in the **Figure 2.1** below, there are a number of amenities in close proximity to the proposed scheme that would generate pedestrian and/or cyclist trips, such as Andover College and the Leisure Centre to the north, the Chantry Lodge retirement flats and the Lidl and Waitrose supermarkets on West Street itself; and the High Street area to the south.

2.1.3 Given the concentration of educational, retail, leisure and residential uses in the vicinity, the importance of maintaining direct, convenient and attractive active travel routes is clear.

Figure 2.1: Amenities Surrounding West Street



- 2.1.4 Furthermore, it is apparent that the most direct route between these complementary land uses would be via West Street. As such, any highway improvement scheme in this area should suitably cater for, and indeed incentivise, travel by active travel modes.
- 2.1.5 Contrary to this, the proposed scheme significantly reduces the existing footway provision at several locations on West Street and is lacking in terms of suitable crossing facilities. The reductions in footway are highlighted by the dark grey areas in the scheme extracts shown in the figures below.

Figure 2.2: Footway Reduction on West St (South of Leisure Centre)

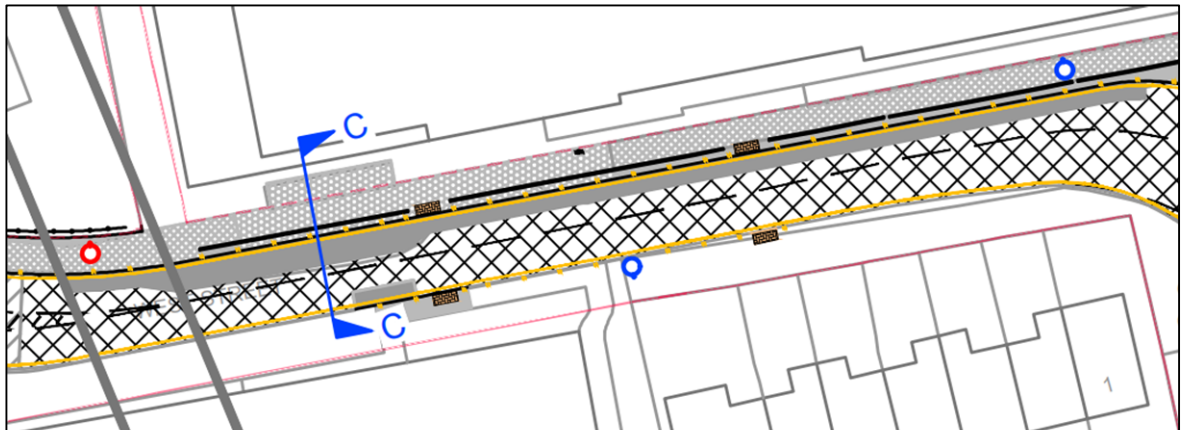


Figure 2.3: Footway Reduction on West St (West of Chantry Lodge)

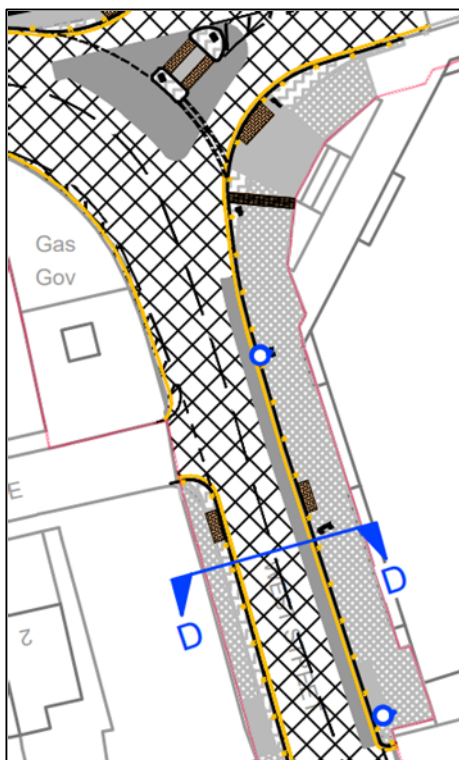
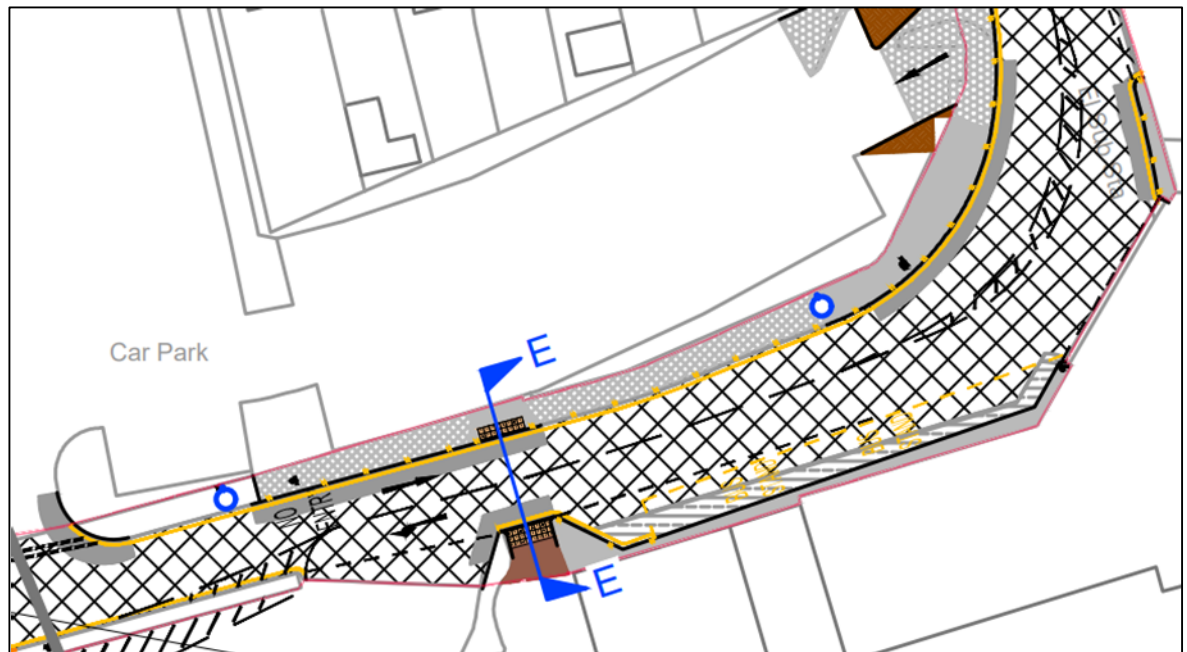


Figure 2.4: Footway Reduction on West St (North of Waitrose & Bus Station)



- 2.1.6 In addition to the reduction in footway provision, the proposed scheme lacks legible routing for pedestrians along West Street. The proposed scheme requires pedestrians to cross the road on several occasions to move through West Street, for example, pedestrians moving between Andover College and the High Street would need to cross the road a minimum of three times to navigate their route. Furthermore, there would likely be vulnerable users of the scheme in the context of the surrounding land uses, such as children from the college and leisure centre and elderly users from Chantry Lodge.
- 2.1.7 With respect to cyclists, the proposed scheme does not provide any dedicated provision and indeed removes an existing advisory cycle lane on West Street outside Chantry Lodge, without replacement within the scheme.
- 2.1.8 The National Planning Policy Framework (NPPF) emphasises that pedestrian and cyclist movements should be considered first, development should consider the needs of vulnerable users and seek to reduce conflict between active travel users and vehicles, as highlighted in paragraph 117:

117. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

2.1.9 It is acknowledged that the proposed scheme proposes to alter the bus station forecourt and thereby improve public transport services within the area, however, this should not be at the expense of active travel users.

3 Vehicular Movements

3.1.1 The proposed scheme design is accompanied by several supporting drawings showing vehicle swept paths utilising the scheme. Primarily, these are based upon a standard 11.8m bus operating two-way on West Street (drawing ref: CJ009625-HEH-HGN-400112558-DR-CH-1000). In addition, two-way heavy goods vehicles (HGV) swept paths are shown to and from the Waitrose and Lidl supermarket delivery areas.

3.1.2 It is noted that the swept paths are very tight with little tolerance between opposing movements. Furthermore, swept paths showing a bus and an HGV opposing one another have not been provided. As such C&A have undertaken additional swept path analysis of the scheme showing alternative combinations and types of vehicles. It should be noted that a CAD version of the proposed scheme drawings was not available. In the absence of this, ordnance survey (OS) mapping of the area was obtained, and the proposed scheme drawing was scanned and scaled to match the OS mapping within the drawing with that obtained on behalf of our client.

3.1.3 **Drawing 26-081-001** shows the swept paths of a standard 11.8m bus (northbound) and a 16.5 articulated lorry (southbound). This highlights a potential collision risk between the opposing vehicles at the southeast corner of West Street.

3.1.4 With respect to bus movements, it is understood by our client that the bus operator is considering upgrading its fleet to more sustainable technologies, specifically Wrightbus vehicles which include hydrogen and electric powered vehicles. Whilst the specific vehicle types are not known at this stage, given the lack of tolerance within the scheme based on current bus fleet vehicles, no consideration appears to have been given to ensure the scheme is 'future-proofed' for alternative bus vehicles which may be deployed in the future.

3.1.5 It is also highlighted that the 'left-out' manoeuvre from the Lidl supermarket required by the proposed scheme is extremely tight for HGVs. The swept path for a 16.5m articulated lorry could not be easily replicated and would require absolute precision from all delivery drivers to avoid these vehicles encroaching onto the footways.

4 Highway Safety

- 4.1.1 The proposed scheme is accompanied by an overarching Transport Assessment report, prepared by consultants Stantec, and a Stage 1 Road Safety Audit by HCC's Engineering Services team. Both of these reports relate to the wider Riverside Park scheme as a whole.
- 4.1.2 The Transport Assessment includes a review of Personal Injury Collision (PIC) data for the most recent five-year period (2019-2024). Whilst the assessment concludes that there is not considered to be an existing road safety issue, it noted that the two recorded collisions on West Street involved active travel users. These incidents highlight that vulnerable road users have been involved in collisions within the study area and, as such, the needs of pedestrians and cyclists should remain an important consideration in the design and assessment of the proposed scheme.
- 4.1.3 The Transport Assessment further concludes that the proposals would improve the pedestrian and cycle environment and, in turn, reduce casualties involving these users. However, the basis for this conclusion is not immediately evident from the proposed scheme within West Street. As discussed in Section 2, the scheme includes reductions in footway provision at several locations, the removal of existing cycle facilities and an increased requirement for pedestrian crossing movements. Given these changes, it is not clear how the proposals within West Street would enhance conditions for pedestrians and cyclists or the extent to which they would contribute towards a reduction in casualties involving these users.
- 4.1.4 The Stage 1 RSA follows a 'feasibility stage' audit and concludes that all previous items have been resolved and raises no further concerns. It has not been possible to review the feasibility stage audit to consider the matters raised and reportedly resolved within the scheme design.
- 4.1.5 The RSA brief, incorporated within the report, includes a paragraph on 'non-motorised users' and outlines the anticipated uses of the scheme by these modes, such as the pedestrian route around the eastern side of West Street between surrounding destinations. No safety considerations are raised in this regard, however.
- 4.1.6 As a consequence of the proposed scheme, traffic flows on West Street will increase significantly with the conversion to two-way operation. All traffic movements associated with destinations such as the Lidl supermarket and bus station will effectively double as vehicles are required to re-route back along West Street as they exit towards Western Avenue. This is combined with the reductions in footway provision and need for vulnerable road users to cross on multiple occasions.

- 4.1.7 It is, therefore, somewhat surprising that the RSA does not raise any concerns with respect to pedestrian user safety. It is noted that the proposals include a reduction in speed limit to 20mph, however, given the geometry of the existing roads excessive vehicle speeds are unlikely to occur. The user experience for pedestrians is significantly diminished compared with existing conditions, requiring increased crossing movements over roads carrying significantly greater volumes of traffic. This is particularly the case for residents of Chantry Lodge, many of whom are elderly, who will have to negotiate a more challenging environment to access surrounding amenities on foot.

5 Summary and Conclusions

- 5.1.1 This Highways Technical Note has been prepared on behalf of a local residents' group to undertake a technical review of proposals by Test Valley Borough Council (TVBC) and Hampshire County Council (HCC) to stop up West Street in Andover as part of a wider scheme to create a 'Riverside Park' adjacent to Western Avenue in the town centre.
- 5.1.2 This review has considered the proposed alterations to West Street associated with the wider 'Riverside Park' scheme. A number of matters relating to active travel provision, vehicle operation and highway safety have been identified that could be considered potential harms as a result of the proposed scheme.
- 5.1.3 In particular, the proposals within West Street appear to reduce provision for pedestrians and cyclists through a combination of reduced footway widths, the removal of an existing advisory cycle lane and a need for increased crossing of West Street which would be subject to a significant increase in traffic movements. Given the range of educational, retail, leisure and residential uses in close proximity to West Street, the proposed arrangements would not necessarily provide an improved environment for active travel users.
- 5.1.4 A review of the submitted vehicle tracking information, together with additional swept path analysis undertaken by C&A, indicates that several manoeuvres operate with very limited tolerance, particularly where larger vehicles may interact. Whilst the submitted analysis demonstrates that individual vehicle movements are achievable, concerns remain regarding the robustness of the proposed layout under normal day-to-day operating conditions and possible future conditions, such as changes to bus fleets.
- 5.1.5 In conclusion, there are number of matters in relation to the proposals on West Street that are considered as potential harms, which should be weighed against the benefits of the proposed Stopping Up of West Street.

- 5.1.6 In this context, it is unclear how the proposals would accord with the objectives of paragraph 117 of the NPPF, which seeks to promote sustainable transport modes and give priority to pedestrian and cycle movements. Further consideration of the active travel arrangements and the operational performance of the proposed scheme is necessary.

Drawings



NOTES

ARTIC

Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Tractor Track	: 2.55	Steering Angle	: 42.6
Tractor Track	: 2.55	Articulating Angle	: 70.0
Tractor Track	: 2.55		

Stagecoach ENVIRO 300

Width	: 2.55
Track	: 2.35
Lock to Lock Time	: 6.0
Steering Angle	: 48.0

KEY:

- Vehicle in forward gear
- Vehicle in reverse gear

Vehicle speed in forward gear = 10mph

Background drawing -
Hampshire County Council (HCC)
Drawing title - General Arrangement overview and sheet layout
Drawing number - RJ509237-HEH-HGN-40012558-DR-CH-0010 REV P08

Rev	Amendments	Dim	Chk	App	Date

Charles & Associates

Issued by: [Signature]

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Job Title: **West Street Andover**

Drawing Title: **Standard Bus (NB) and 16.5m Articulated Lorry(SB) Swept Path**

Client: **Chantry Lodge Residents Group**

Scale	Date	Designed
1:250 @ A1	June 2026	DA
Drawn	Checked	Approved
DA	SW	SW
Job No	Drawing No	Rev
26-081	26-081-001	-