



**Riverside Park
Western Avenue,
Andover**

April 2025

Prepared for:
Test Valley Borough Council

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1 Introduction

1.1 Preamble

- 1.1.1 Stantec have been commissioned by Test Valley Borough Council (TVBC) to prepare a Transport Assessment (TA) in support of the planning application for the proposed changes to the Western Avenue gyratory and West Street as part of the Andover Western Avenue Riverside Park proposals.

1.2 Planning Context

- 1.2.1 The Andover Town Centre Masterplan was developed in September 2020 by Hemingway Design and NEW Masterplanning on behalf of Test Valley Borough Council. The vision for the masterplan was to create a place for people to visit, work, live and socialise.
- 1.2.2 Four priority areas were highlighted within the Andover Town Centre Masterplan, one of which was Western Avenue where the original River Corridor concept was proposed.

1.3 Development Proposals

- 1.3.1 From the original Andover Masterplan, the development proposals have evolved and consist of a new riverfront corridor of nearly 500m at the existing Western Avenue gyratory. As part of this, Test Valley Borough Council are proposing the following:

- The relocation of the southbound carriageway of the Western Avenue gyratory to the western side of the river, to sit alongside the northbound carriageway
- Improved path for National Cycle Network (NCN) Route 246 along the western side of the river with new footpaths on both sides of the river
- Natural river corridor with benches and picnic areas;
- New signalised junction where Western Avenue meets West Street
- New give-way junction where Western Avenue meets Waterloo Court
- Opportunities for new public spaces with views of the river
- Improved pedestrian and cycle crossings to the improved public space at Town Mills
- Conversion of West Street to two-way vehicle movements

- 1.3.2 The key aspirations of the development proposals are to provide a new public green space with visual access to the river prioritising walking and cycling movement through the area.

1.4 Report Structure

- 1.4.1 The structure of this report is:
- Section 2 – Policy Review
 - Section 3 – Consultation and Engagement
 - Section 4 – Site in Context
 - Section 5 – Development Proposals

- Section 6 – Active Travel Benefits
- Section 7 – Public Transport Strategy
- Section 8 – Delivery and Servicing Strategy
- Section 9 – Previous Modelling
- Section 10 – Highway Impact
- Section 11 – Local Junction Capacity Modelling

2 Policy Review

2.1 Introduction

2.1.1 This section presents the relevant national, regional and local policy documents and literature relating to planning and transport. It sets out how the development proposals are in line with relevant policy. The development proposals have been detailed in **Chapter 5** of this TA.

2.2 National Policy

National Planning Policy Framework (February 2025)

2.2.1 The Government published the revised National Planning Policy Framework (NPPF) in December 2024. Minor revisions to the document were made in February 2025, though this did not impact the framework that was revised in December 2024.

2.2.2 The NPPF sets out the Government's planning policies and outlines how these are to be expected to be applied to development proposals. It also provides guidance for both the local planning authorities and decision takers when drawing up applications and used as a material consideration when determining planning applications.

2.2.3 When assessing the site for a development proposal, the NPPF Paragraph 115 states it should be ensured that:

- a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

2.2.4 When considering a development proposal, the NPPF states at Paragraph 116 that:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

2.2.5 Within the context of Paragraph 116, the NPPF states at Paragraph 117 that 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;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.2.6 To assess a development proposal from a transport perspective, the NPPF states at Paragraph 117 that:

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

2.2.7 In accordance with the NPPF, these development proposals have been considered from a safety, sustainability and feasibility perspective within this TA.

National Planning Practice Guidance (2014)

2.2.8 Though the NPPF was updated in February 2025, the most recent updates to the transport guidance in the National Planning Practice Guidance (NPPG) were in 2014 and so do not refer to the updated NPPF; however, the most recent guidance has been reviewed for this TA. The NPPG provides support to the NPPF with the Travel Plans, Transport Assessments and Statements guidance document. This document advises on when a TA is required for a planning application.

2.2.9 Paragraph 002 [Ref: 42-002-20140306] states:

“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.”

2.2.10 This TA has been prepared to support the planning application to assess the highway impact on the local network and to promote the active travel benefits of the scheme.

Manual for Streets (2007)

2.2.11 The scheme has been designed with the needs of the pedestrians, cyclists and public transport users at the forefront and so is in accordance with Manual for Streets (MfS).

Manual for Streets 2 (2010)

2.2.12 Manual for Streets 2 builds on the guidance contained in MfS (2007), exploring in greater detail how and where its key principles can be applied to busier streets and non-trunk roads. As the Western Avenue Gyratory is a busier street, MfS2 has been considered.

Cycle Infrastructure Design - LTN 1/20 (2020)

2.2.13 LTN 1/20 provides a basis for local authority design standards with regard to good practice for design of cycle infrastructure. The cycling infrastructure proposed as part of the scheme adheres to LTN 1/20 guidance.

2.3 Regional Policy

Hampshire Local Transport Plan 4 (2024)

- 2.3.1 The Hampshire County Council Local Transport Plan 4 (LTP4) sets out transport policies covering planning, delivery and operation. This section will outline how the development proposals would contribute to these policies.

Policy C1: Putting people and places at the heart of our decisions

- 2.3.2 This policy states that the needs of walking, cycling and public transport users should be prioritised, alongside a 'Healthy Streets' approach (a human-centred framework for embedding public health in transport, public realm and planning) and to seek opportunities to reallocate road space to create better walking and cycling routes. This is incorporated within the development proposals which prioritise active travel routes through the area.

Policy C6: Encourage sustainable travel behaviour

- 2.3.3 Within this policy it states that safe, attractive and easy to use sustainable transport infrastructure should be delivered and ensure that this can be used by individuals with disabilities and mobility issues. The development proposals are aligned with this policy.

Policy C9: Protecting the environment

- 2.3.4 This policy requires an overall net gain in biodiversity as a result of new transport infrastructure. As part of the new walking and cycling route, there would be increased biodiversity to improve the environment and to make the route more attractive.

Policy HP1: Deliver the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips

- 2.3.5 The policy outlines how the HCC walking and cycling principles, Local Cycling Walking Infrastructure Plans (LCWIP) and Healthy Streets should be used when designing infrastructure. The development proposals are in line with the walking and cycling principles within the policy.

Policy HP2: Enable healthy neighbourhoods and high streets in partnership with communities

- 2.3.6 This policy includes encouraging boroughs to improve the sense of place in their centres to encourage more people to walk and cycle. The development proposals would contribute towards this as they include improvements to local walking and cycling infrastructure and access.

2.4 Local Policy

Test Valley Borough Revised Local Plan DPD (2011-2029)

- 2.4.1 This document, in respect to transport, supports the HCC LTP to improve accessibility, manage congestion and achieve more sustainable travel behaviour. The development proposals are specifically in line with Policy T1 – Managing Movement:

- a) *its location is connected with existing and proposed pedestrian, cycle and public transport links to key destinations and networks; and*
- b) *measures are in place to minimise its impact on the highway and rights of way network and pedestrian, cycle or public transport users; and*

- c) *the internal layout, access and highway network is safe, attractive, in character, functional and accessible for all users and does not discourage existing and proposed users; and*
- d) *it does not have an adverse impact on the function, safety and character of and accessibility to the local or strategic highway network or rights of way network; and*
- e) *Provision is made to support and promote the use of sustainable transport, including the submission of a site travel plan where appropriate.*

Test Valley Borough Draft Local Plan 2040 – Reg 18 Stage 2 (2024)

- 2.4.2 The Test Valley Borough Draft Local Plan includes a section on sustainable transport and movement which outlines policies to increase opportunities for active and sustainable travel.
- 2.4.3 Policy TR1: Active and Sustainable Travel outlines how layouts and design should prioritise sustainable modes and should be safe, accessible, attractive and functional. This has been considered in the design of the development proposals.

Andover Town Access Plan SPD (2015)

- 2.4.4 This document is a strategy which sets out a vision for how access to facilities and services within the town will be improved. It sets out the importance of the town centre being accessible via walking and cycling. The development proposals would contribute to this connectivity to facilities in the vicinity of the site via active travel modes.

Andover Town Centre Masterplan (2020)

- 2.4.5 The Andover Town Centre Masterplan was commissioned by Test Valley Borough Council in 2020. One of the four priority areas was Western Avenue. The development proposals set out within this TA have been developed from the design within the Andover Town Centre Masterplan with the aim of providing an attractive public realm that would improve walking and cycling connections.

Draft Test Valley Borough (North) Local Cycling Walking Infrastructure Plan (2024)

- 2.4.6 The Draft Test Valley Borough (North) Local Cycling Walking Infrastructure Plan outlines the proposed cycle network for Andover and the surrounding area. Route 100 is a proposed primary route which runs north to south through Knight Enham, Andover Town Centre and Upper Clatford, and a section of the route is included as a part of the development proposals.
- 2.4.7 Furthermore, the development proposals would contribute to the Core Walking Zone (CWZ) for Andover. CWZs are areas that have a number of trip attractors in close proximity and therefore are required to be walkable.

3 Consultation and Engagement

3.1 Introduction

- 3.1.1 This chapter outlines the consultation and public engagement which has taken place between August 2024 to March 2025.
- 3.1.2 The aim of these activities was to gather feedback from key stakeholders, including local authorities, transport bodies, businesses, and residents, to ensure the proposed transport interventions align with the needs and concerns of the community.
- 3.1.3 A comprehensive Statement of Community Involvement (SCI) has been prepared in support of the planning application. The Statement outlines how the Council has engaged with the community throughout the development of the proposals for the scheme and should be read in conjunction with the below summary.

3.2 Stakeholder Engagement

- 3.2.1 As discussed in the Statement of Community Involvement report, a range of stakeholders were engaged throughout the consultation process.
- 3.2.2 The design changes resulting from this are summarised in Table 3.1.

Table 3.1: Stakeholder Engagement

Stakeholder	Design Change
Unity/Stagecoach	A new bay for the Unity community bus being incorporated into the bus station forecourt to replace the existing arrangement on Western Avenue.
Stagecoach	TVBC and HCC organised for the proposed road layout of West Street to be accurately marked out by surveyors and tested by operatives at Stagecoach using their fleet of buses. The road layout testing took place in August 2024 and resulted in amendments to the scheme to respond to their requirements, such as widening of the bus turning space within the bus station forecourt and changes to the proposed alignment of West Street. The formal minutes from this, which summarises all the changes can be found in Appendix A . The amendments made from this are shown in Drawing Cj009625-HEH-HGN-40012558-DR-CH-1009.
Stagecoach	Provision has been made for the replacement of the bus layover space from Western Avenue onto West Street in close proximity to the bus station.
Brenntag and Places Leisure	Improved arrangement for chemical deliveries which is completely off the road and footway
Costa/Unity	A new area for freestanding bins is proposed in a secure space in service yard E which services the Chantry Centre. This has resulted in consolidated arrangements for refuse storage and collection and out of sight from the public realm. It has also allowed for additional bin storage to accommodate the refuse from Stagecoach's offices which had previously not been catered for. This would replace the bin storage accessed from Western Avenue.
Lidl	In respect to changes to their access/egress arrangements and car parking layout.

3.3 Resident Engagement

- 3.3.1 Specific engagement sessions have taken place with the nearest affected residents at Portland Grove and Chantry Lodge Retirement Living complex. Three sessions took place in September 2024, December 2024 and in March 2025.
- 3.3.2 Additional traffic surveys were undertaken on West Street following on from the first two engagement sessions and the outcomes of the Transport Assessment and vehicle flows were discussed with residents at the most recent event in March. Each engagement session has taken the form a presentation and workshop session where residents could review the proposals and ask the technical project team questions. As a result of this engagement, the following changes have been made to the scheme:
- Proposed reduction in speed limit along West Street from 30mph to 20mph and along Western Avenue from 40mph to 30mph
 - New loading bay on Chantry Street
 - Alterations to the alignment of existing pedestrian crossings on West Street

3.4 Public Engagement

- 3.4.1 Public engagement events took place on 27th and 29th March 2025 in the Chantry Centre, Andover. Approximately 430 people attended the events over the two days and provided feedback on the proposals. The feedback was positive, aligning with the community's aspirations in the Masterplan to create more green space and connection to the river Anton.

3.5 HCC Highways Pre-Application Scoping

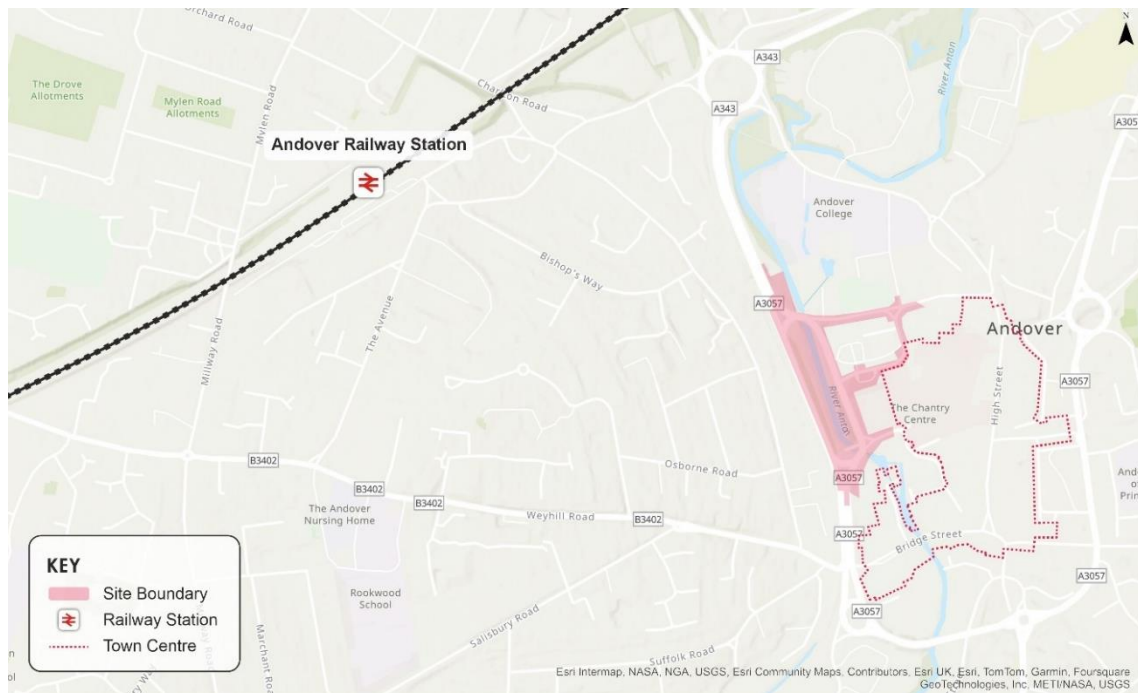
- 3.5.1 A Transport Scoping Report, prepared by LUC, was prepared as part of the Pre-Application process and was submitted to HCC Development Planning. A highways pre-application meeting with HCC was held on 6th February 2025 and formal response given in letter dated 19th February 2025.
- 3.5.2 The scope, methodology, and assessment contained and presented within the TA have been determined through detailed scoping and engagement with key stakeholders at HCC.

4 Site in Context

4.1 Site Location

- 4.1.1 The application site is located partly within within the Andover Town Centre boundary as defined in the Test Valley Borough Revise Local Plan (2016) and is adjacent to West Street and Waterloo Court. The site location in the context of the wider Andover area is illustrated in Figure 4.1

Figure 4.1: Site Location Plan



4.2 Local Roads

- 4.2.1 Western Avenue is a dual carriageway running between Folly's roundabout to the north and the signalised junction with Bridge Street to the south. In the southbound direction from Folly's Roundabout, the carriageway widens from one lane to two lanes. Access to West Street and Waterloo Court is provided by a gyratory at the centre of Western Avenue. Between the signalised junction and the gyratory the speed limit is 30 mph, this changes to 40mph at the gyratory and remains 40mph up to Folly's Roundabout. Western Avenue forms part of the A3057 Ring Road which circles the town centre.
- 4.2.2 West Street is located to the east of the Western Avenue gyratory. It is a 30mph one way loop that is accessed from and exits to the Western Avenue Gyratory southbound carriageway. West Street provides access to West Street Car Park, Andover Leisure Centre, Chantry Street, Churchill Retirement Living complex, the residential cul-de-sac of Portland Grove, service yards associated with the Chantry Centre and the Andover bus station. The Lidl car park exits onto West Street, the access is from the southbound carriageway of the Western Avenue gyratory.
- 4.2.3 Waterloo Court is located to the southeast of the Western Avenue gyratory. Waterloo Court is a dead-end road that provides access to Chantry Centre multi-storey car park, and multiple service yards for businesses in the town centre. Waterloo Court is also the proposed road from which access to the New Theatre is proposed to be provided. This is a separate proposal being brought forward by Test Valley Borough Council to deliver on the aspirations of the Andover Town Centre Masterplan (2020).

4.3 Strategic Roads

4.3.1 The A3057 provides access to the A303 to the south. The A303 can then be used to access the A338 to the west, this can be used to access Swindon to the north and Salisbury to the south. The A303 provides access to both the A34 and the M3 to the east. The A34 runs to Oxford to the north and Winchester to the south. The M3 provides access to London and Southampton.

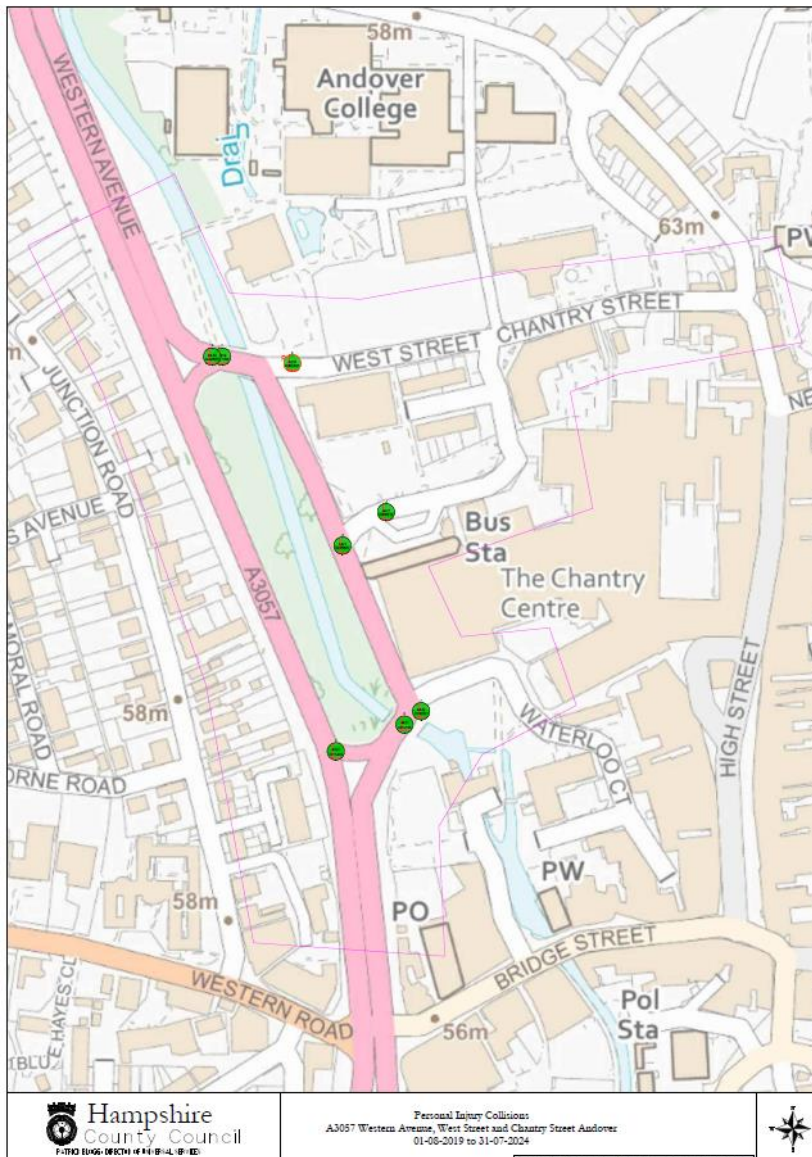
4.4 PIC Review

4.4.1 A review has been undertaken for the most recently available 5-year accident history (2019-2024). The study area is shown in **Figure 4.2** below.

4.4.2 It shows that eight incidents resulting in 'slight' injury were recorded during the 5-year period. Of these, two involved pedal cyclist casualties and one involved a pedestrian casualty.

4.4.3 Based on the recorded number of incidents, there is not considered to be a road safety issue, and the proposals would improve the pedestrian and cycle environment and so reduce casualties involved in these users. The full results are provided in **Appendix B**.

Figure 4.2: PIC Study Review



5 Development Proposals

5.1 Overview

- 5.1.1 The development proposals comprise of the creation of a new riverside park along Western Avenue which will be enabled by a wider highways infrastructure project that will reconfigure the Western Avenue gyratory and include changes to the arrangement of the West Street access road which circulates around the Lidl store.
- 5.1.2 The existing southern access from West Street onto the gyratory will be stopped up, meaning West Street becomes two-way for access only and will not support any vehicle through movements. A new all-moves signalised junction will be developed at Western Avenue/West Street and a new priority give way junction at Western Avenue/Waterloo Court.
- 5.1.3 As part of this proposal, Test Valley Borough Council are proposing the following:
- The relocation of the southbound carriageway of the Western Avenue gyratory to the western side of the river, to sit alongside the northbound carriageway and effectively removing the current gyratory road system.
 - Creation of a single signalised junction at Western Avenue / West Street, and priority junction at Western Avenue / Waterloo Court.
 - Improved path for NCN Route 246 along Western edge of River with new shared foot/cycle path on eastern side of the river.
 - A significant new area of green space with benches, picnic areas, places for relaxation and river platforms providing views across the River Anton
 - Improved pedestrian and cycle crossings to improve links to Andover Town Centre and the recently developed public spaces at Town Mills
 - Conversion of West Street to a two-way access for vehicle movements
 - Reconfigure existing bus station egress to exit eastbound and use new two-way West Street.
- 5.1.4 The full landscape proposals have been developed by LUC and are shown on drawing their General Arrangement Landscape Layout plan ref. 12766-LUC-XX-XX-DR-L-0001-S2-P06, which is contained in **Appendix C**.
- 5.1.5 In co-ordination with the landscape designs, the highway proposals have been developed into a series of technical highway general arrangements plans. These have been prepared by HCC Engineering Services and are contained within **Appendix D**.
- 5.1.6 The development proposals are shown on the illustrative Landscape Plan in **Figure 5.1**.

Figure 5.1: Illustrative Masterplan Landscape Layout



5.2 Proposed Highway Network

- 5.2.1 To facilitate the removal of the Western Avenue gyratory, which is fundamental in creating the riverside park, West Street will become two-way to vehicular movements and will not allow vehicular through movements back onto the Western Avenue gyratory. In the future scenario West Street will be for access and egress only to residents and local businesses, and buses to the bus station which will be redesigned to accommodate outbound movements to travel back along West Street to a new signalised junction where this meets Western Avenue.
- 5.2.2 **Figure 5.2** illustrates a comparison of the existing traffic routes (grey) compared to the proposed routes (red).

Figure 5.2: Existing and Proposed Vehicle Routing



Source: LUC Landscape Design and Access Statement (April 2025)

- 5.2.3 The following sections discuss the proposed changes to the highway layout. The detailed impact assessment (i.e numerical and modelling assessments) of the highway proposals are provided in **Section 10** of this TA; 'Highway Impact'.

Proposed West Street

- 5.2.4 West Street would be converted from one-way southbound to two-way operation. This would allow access and egress for the bus station, Lidl car park and all users who need to access services and properties on West Street, following the proposed relocation of the southbound carriageway of the Western Avenue gyratory.
- 5.2.5 It is proposed that the current 30mph speed limit will be reduced to 20mph. Whilst a speed reduction of this nature would contribute to improved road safety, the primary reasoning for the speed limit change along West Street is for place making and creating an environment that is less dominated by vehicles driving at higher speeds.
- 5.2.6 The current exit from West Street onto the Western Avenue gyratory will be stopped up, meaning West Street becomes two-way. West Street will no longer accommodate through movements trips, which are currently generated by vehicles travel from Chantry Street through to Western Avenue via West Street. All vehicles using West Street car park will exit west back towards a new signalised junction where West Street meets Western Avenue instead of travelling through West Street southwards to exit back onto the Western Avenue gyratory, as is the current situation.
- 5.2.7 The proposals mean that all vehicles travelling westbound on Chantry Street are required to continue their journey on the east-west section of West Street and join Western Avenue at the new signalised junction.

- 5.2.8 Residents of Chantry Lodge and Portland Grove will continue to have vehicle access via West Street or Chantry Street. The egress from both these properties will instead use the new two-way West Street to rejoin the main road network at the Western Avenue signals.
- 5.2.9 Vehicular traffic linked with the Lidl, Chantry Centre service yard, and the bus Station, will access their respective locations from either the new signalised junction off Western Avenue or from Chantry Street. Under the proposed two-way road scheme, upon exiting they will travel back along West Street towards to the new Western Avenue signals.

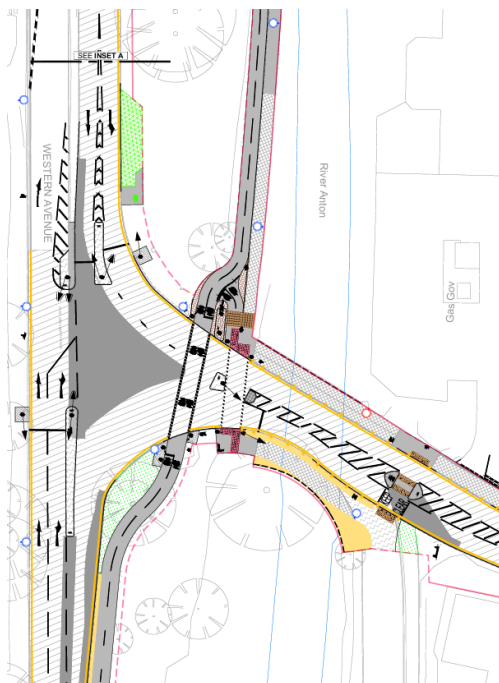
Proposed Western Avenue

- 5.2.10 The eastern side (southbound carriageway) of the gyratory will be closed. The northbound carriageway will be reconfigured to introduce a new southbound carriageway to form a two-way road with a single lane in both directions.
- 5.2.11 More widely, it is proposed that the current 40mph speed limit along Western Avenue, from Folly Roundabout to the Bridge Street signals will be reduced to 30mph.

Western Avenue / West Street Junction

- 5.2.12 To the north of the scheme extent, the Western Avenue / West Street junction is proposed as an all-moves signalised junction, as shown in **Figure 5.3**.

Figure 5.3: Proposed Western Avenue / West Street Junction

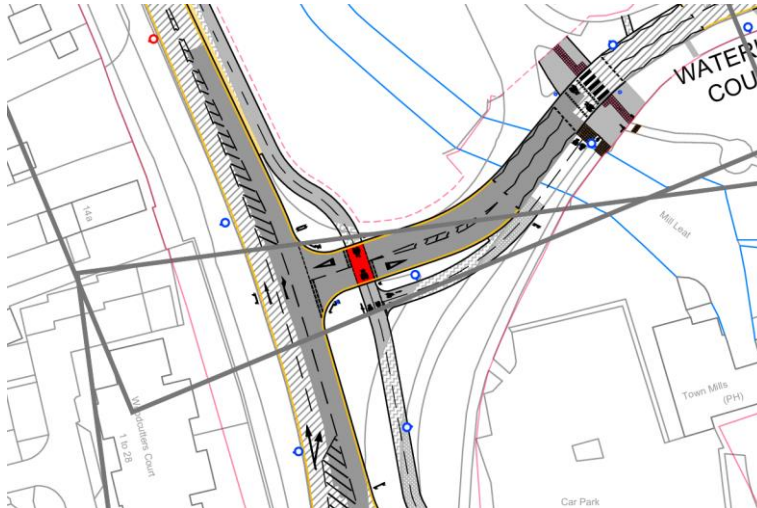


- 5.2.13 The southbound carriageway would have a segregated signalised left turn lane and a single southbound signalised lane. The northbound carriageway would flair out from a single northbound lane into two lanes at the junction; one northbound lane and one right turn lane.
- 5.2.14 Across the West Street arm of the proposed junction, separate cycle and pedestrian crossings are proposed.
- 5.2.15 This junction has been designed to accommodate a range of vehicle specification which are expected to require regular access, including; articulated vehicles, refuse trucks, large heavy goods vehicle (HGV), and buses. The associated vehicle tracking plans for the highways scheme have been prepared and contained within **Appendix E**.

Western Avenue / Waterloo Court Junction

- 5.2.16 To the southern end of the scheme extent, the new Western Avenue / Waterloo Court junction will be provided in the form of a priority T-junction, with Waterloo Court as the minor arm. The arrangement of the proposed junction is shown in **Figure 5.4**.

Figure 5.4: Proposed Western Avenue / Waterloo Court Junction



- 5.2.17 To minimise any delay to the mainline traffic (Western Avenue northbound), the junction proposes a ghost island right turn lane for vehicles travelling northbound along Western Avenue and turning into Waterloo Court.
- 5.2.18 At Waterloo Court the road extends east past the multi-story car park. Where the new north-south segregated cycleway crossings is proposed this will be a set-back priority cycle crossing with vehicles on the road having to give way to cyclists. Similarly, where the new riverside park shared foot/cyclepath connects to Waterloo Court a parallel crossing is proposed providing links to the Town Mills Park area.
- 5.2.19 This junction has been designed to accommodate a range of vehicle specification which are expected to require regular access, including; articulated vehicles, refuse trucks, and large heavy goods vehicle (HGV). The requirements for the New Theatre have also been taking into consideration. The associated vehicle tracking plans are contained within **Appendix E**.

5.3 Departure From Standards

- 5.3.1 There are two Highways Departures from Standard (DfS) required:

- Visibility affected by the proposed Chantry Street on-carriageway loading bay. The visibility from the Chantry Lodge vehicular access and to/from the pedestrian crossing at the West Street junction are affected.
- Visibility to/from the south side of the Chantry Centre pedestrian crossing on West Street. The proposed bus stand to the east partially obscures the line of visibility.

- 5.3.2 Both of the above DfS are a departure from HCC Technical Guidance (TG) Note 3 (TG3) and have been verbally agreed with the HCC Engineering Services DfS panel. Formal departure submissions will be submitted for approval by the HCC ES Chief Engineer once the Road Safety Audit Stage 1 has been completed.

- 5.3.3 The following design elements have been discussed with the Departures panel. It has been agreed that they are not DfS either because they are considered acceptable relaxations, or they are departing from guidance/best practice rather than standards:

- Merge taper length on Western Avenue to the north of the Bridge Street signalised junction. Various standards and guidance could be applied including the Traffic Signs Manual and DMRB CD127. However, CD123 is considered most applicable, and the design complies with the requirement.
- Change of Lidl eastern access from to a vehicular crossover (to give priority to pedestrians). The requirements of HCC TG2 are guidance only and as the access is onto private land, the arrangement is not considered a continuous footway.

5.4 Bus Station Access

- 5.4.1 The development proposals would result in a reconfiguration to the bus station forecourt and access / egress. The forecourt is to be modified to allow buses to turn and exit east along West Street which is to become a two-way road. The proposed forecourt layout and tracking is illustrated in Drawing CJ009625-HEH-HGN-40012558-DR-CH-1001 of **Appendix E**. Further detail regarding the proposed bus strategy is provided in **Chapter 7** of this TA; 'Public Transport Strategy'.

5.5 Western Avenue Bus Stands and West Street Taxi Bays

- 5.5.1 The existing bus stands on the Western Avenue southbound carriageway would be removed with the closure of the eastern gyratory carriageway.
- 5.5.2 The taxi bay and limited wait bay on West Street is proposed to be removed as part of the proposals. Instead, this space will be widened so that it can be used for a bus layover space to replace the loss of the bus stand on Western Avenue. A new, on street, loading bay is proposed on Chantry Street. Taxi space re-provision is envisaged be located on Waterloo Court opposite the rear elevation of the proposed New Theatre. This is outside the red line boundary of this planning application and is to be included in the planning application proposals for the New Theatre.
- 5.5.3 Privately operated school coaches also use the bus stand on Western Avenue. This is an informal arrangement and is not secured through any planning condition or Traffic Regulation Orders. Schools providing these private services will be required to find alternative locations for drop off and pick up and engagement with those private schools affected is to take place. As these are privately operated school coaches it is for the schools and coach companies to identify alternative arrangements.

5.6 Pedestrian and Cycle Proposals

- 5.6.1 The proposed highways and riverside park development will greatly improve the quality and safety of walking and cycling links along the north-south Western Avenue corridor linking to West Street and Waterloo Court.
- 5.6.2 A shared pedestrian and cycle link would continue to be provided along the eastern bank of the river and would form the primary path through the park. This would be embellished with seating, natural play area and public squares situated along eastern bank of the river.
- 5.6.3 A new, dedicated dual direction 3.0m cycle facility is proposed along the western bank of the river, offering a direct route, connecting to the existing NCN route 246 to the north and south. This has been designed in compliance with LTN1/20 and therefore also HCC TG 10 Guidance.
- 5.6.4 A new signalised Toucan crossing would be provided to the north of the project area leading to the Folly Roundabout, with a proposed parallel and dedicated cycle crossings located to the south of the site at Waterloo Court.
- 5.6.5 A detailed description of the development proposals in relation the Active Travel is provided in **Chapter 6** of this TA; 'Active Travel Benefits'.

6 Active Travel Benefits

6.1 Introduction

- 6.1.1 Improving active travel infrastructure can have a multitude of benefits for local communities by encouraging the uptake of walking and cycling. Local services and facilities have improved accessibility and connectivity via sustainable modes of travel. Walking and cycling are also carbon neutral modes meaning increased use can have environmental benefits if they are replacing trips that would otherwise be undertaken in the car. Physical and mental health improvements can ensue by walking and cycling. In addition, active travel contributes to safer and quieter roads making them more attractive people to use and encourage further uptake.
- 6.1.2 This section details the active travel benefits that the development proposals would impart for the local community in terms of walking and cycling.

6.2 Active Travel England

- 6.2.1 Active Travel England (ATE) is a mandatory consultee for this application, and it is acknowledged that new infrastructure is designed with active travel at the forefront of the design of the development proposals.
- 6.2.2 This scheme provides improvements to walking and cycling networks for the area, green spaces and accessibility. ATE have developed a scheme review tool to provide holistic assessments of development proposals. Two ATE route assessments have been undertaken for West Street and Western Avenue. The outcomes of this have been provided in **Appendix F**.

6.3 Existing Conditions

Walking

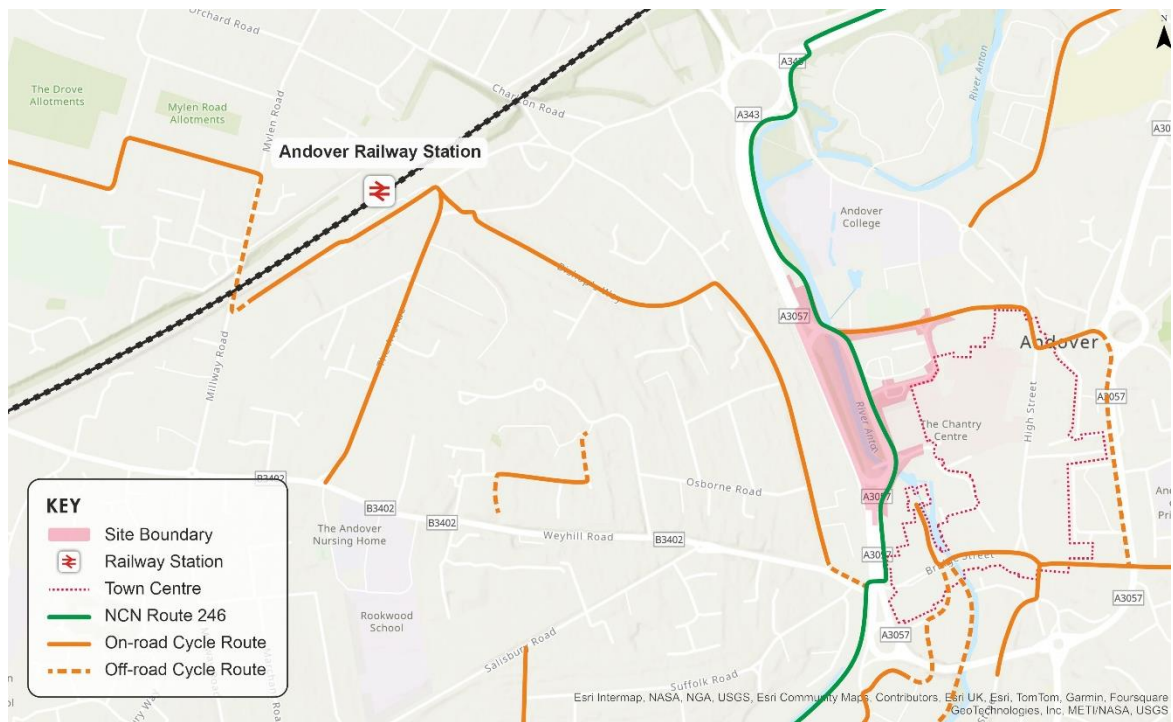
- 6.3.1 The project area forms a key gateway to the town centre for pedestrians arriving from the west and Andover Rail station. Currently the Western Avenue gyratory is dominated by the vehicle carriageway, and pedestrians are separated from the carriageway via set-back footways and underpasses in the vicinity.
- 6.3.2 The northbound carriageway of the Western Avenue gyratory has no footways present, and the southbound arm has a footway on the eastern side only. Pedestrian crossing opportunities are limited, and pedestrian infrastructure is predominantly north-south in orientation.
- 6.3.3 To the east of the project area, footways are of varying quality in surface and width. Guardrails are present around the bus station and pedestrian access routes are restricted with signage and rails to avoid conflict with bus movements.

Cycling

- 6.3.4 NCN Route 246 runs through the site and is a traffic-free route, and segregated from pedestrians to the north and south of the gyratory. Alongside the southbound carriageway, the cycle route is via a shared pedestrian and cycle path, however, tactile paving is not provided to the standards set out in 'Guidance on the Use of Tactile Paving Surfaces' (DfT, 2021).
- 6.3.5 A shared foot and cycleway routes east-west along West Street, following which cyclists must continue on-carriageway to travel east or southbound. However, there is no clear transition route to facilitate this movement. Cyclists approaching Lidl and the bus station from the east are required to travel on-carriageway, however, routing is unclear with cyclists directed to transition from carriageway to shared path for short sections.

- 6.3.6 The Lidl car park does not have a formal entrance for those approaching from the east, with the only entrance being from Western Avenue southbound. Cycle desire lines are not met, and it is likely that cyclists take informal and varying routes to access the supermarket.
- 6.3.7 From Waterloo Court southbound along the A3057, there is an existing two-way cycleway that is segregated from the footway. This follows through to the crossing at the junction with Bridge Street. The existing cycle routes surrounding the site and extending through the wider area are presented in **Figure 6.1**.

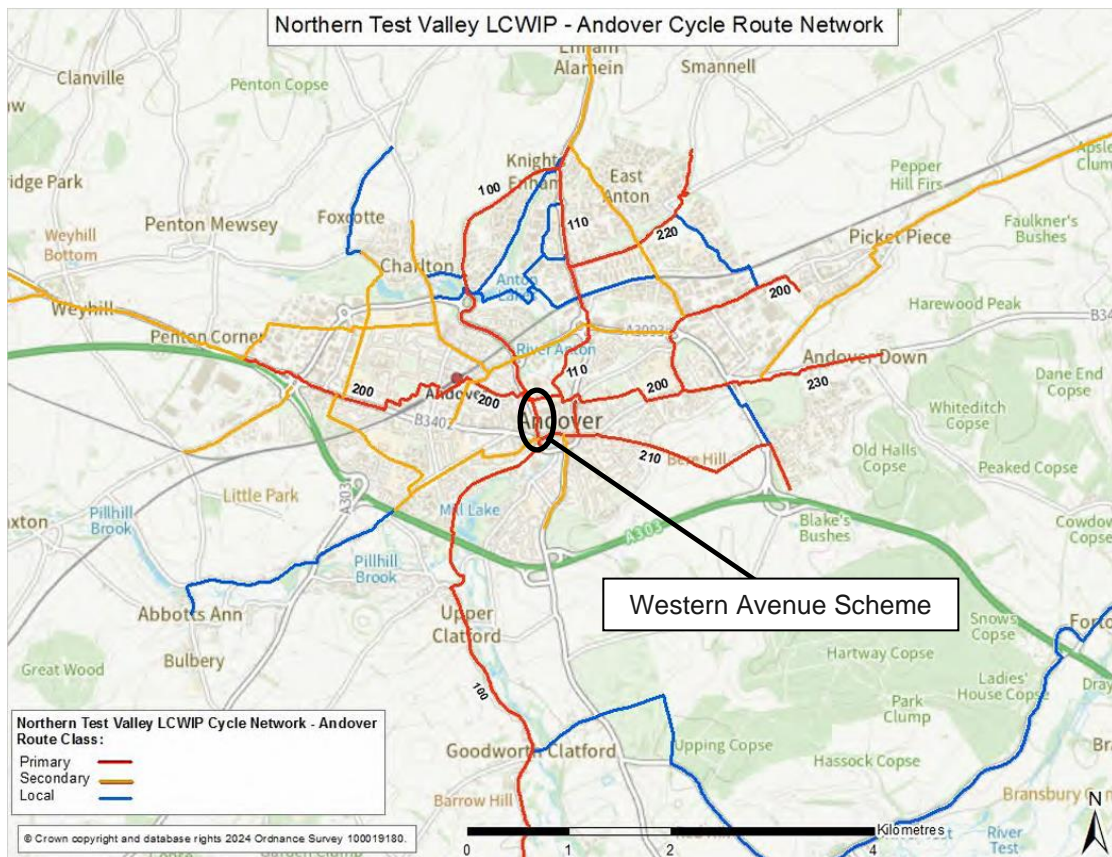
Figure 6.1: Existing Local Cycle Routes



6.4 Test Valley (North) LCWIP

- 6.4.1 The Northern Test Valley Local Cycling and Walking Infrastructure Plan (LCWIP) outlines a strategic approach to enhance walking and cycling facilities in the northern Test Valley area over the next decade and has been developed collaboratively by HCC and TVBC.
- 6.4.2 **Figure 6.2** below shows how the new riverside park will form a central part of the wider LCWIP Andover Cycle Route 100. Further sections of the route would be improved through additional applications stemming from either the Andover Masterplan or Test Valley Local Plan. This scheme would contribute to a 'Primary' route within the LCWIP.

Figure 6.2: Proposed Andover Cycle Network – Test Valley (North) LCWIP



6.5 Proposed Active Travel Improvements

6.5.1 The proposed pedestrian and cyclist circulation routes across the development site are shown in **Figure 6.3**, highlighting the segregated cycle path on Western Avenue, shared routes through the newly created riverside space, and other footpaths providing local access around West Street and Chantry Centre.

Figure 6.3: Proposed Pedestrian and Cycle Routes



Western Avenue

- 6.5.2 A two-way 3.0m cycleway is proposed adjacent to the proposed new southbound carriageway along Western Avenue through the existing verge of the current gyratory layout. This cycleway travels north-south alongside the proposed natural river corridor and public space. The cycleway way would replace the existing stretch of NCN 246 which runs along the eastern edge of the gyratory. The width of the cycleway has been informed from HCC TG10 guidance which states the desirable width for a two-way cycleway is 3.0m.
- 6.5.3 The development proposals would segregate pedestrians and cyclists along this section of the NCN 246 and create a more attractive space to encourage an increase in both these users.
- 6.5.4 To the north of the junction the segregated two-way cycleway and footway extend to provide access to the existing underpass which is used to cross underneath Western Avenue..
- 6.5.5 A Toucan Crossing is proposed at the Western Avenue/West Street junction to provide a safe connection north towards Andover Station and Folly Roundabout where further active travel improvements are proposed as part of the Andover Masterplan. The location and design of the proposed crossings at West Street/Western Avenue were subject to a detailed feasibility assessment prepared by HCC Engineering Services dated 24th October 2024 as per the Transport Scoping report.
- 6.5.6 The crossing feasibility study outcomes was that the preferred crossing design option was selected as it is the safest and most versatile option for pedestrians and cyclists with Non-Motorised User (NMU) desire lines being catered for without significant compromise for carriageway traffic. As per 'Guidance on the Use of Tactile Paving Surfaces' (DfT, 2021) appropriate tactile paving would be provided at this crossing.
- 6.5.7 A secondary pedestrian crossing will be provided further east along West Street. This formalised pedestrian crossing has a pedestrian island. This will provide NMUs travelling northbound the ability to cross and use the existing footway on the northern side of West Street and head east or west.

Chantry Street/West Street

- 6.5.8 As part of the proposals the on-road cycleway on West Street, between Chantry Street and the Bus Station, would be removed in order to accommodate the new two-way proposals. This would change the designated route to access the cycle parking at the bus station.
- 6.5.9 Under the proposals cyclists would be required to cross north from the end of the Chantry Street on road cycleway onto the shared footway/cycleway on West Street which travels adjacent to the southern elevation of the Andover Leisure Centre. Then use the proposed Western Avenue/West Street signalised crossing to travel south to the bus station where the cycle parking is located. Although these proposals slightly extend the route by approximately 100m, the route is safer and more attractive to cyclists as it is off road and avoids cycling alongside buses and HGVs as they currently do.
- 6.5.10 A peak hour survey was undertaken at the Chantry Street/West Street junction recording all on-road vehicle movements (including cyclists). From the survey there were 7 cycle flows in the AM peak (0800-0900) and 9 cycle flows in the PM peak (1700-1800). The predominant movement of cyclists was East to West and West to East with only 1 movement to West Street in the AM peak and 2 movements in the PM peak, all of which were from the Leisure Centre. This suggests that a minimal number of flows would be diverted as part of the proposals.

Waterloo Court

- 6.5.11 To the south of the proposed riverside park, two NMU crossings are proposed on Waterloo Court. At the western end of Waterloo Court, a priority cycle crossing is proposed to allow cyclists to continue along the existing cycle route. At this crossing cyclists have priority over vehicles on the road.
- 6.5.12 The second crossing is located to the east of the river where a segregated zebra and cycle crossing (Parallel Crossing) is proposed on Waterloo Court. As per 'Guidance on the Use of Tactile Paving Surfaces' (DfT, 2021), appropriate tactile paving would be provided at this crossing.
- 6.5.13 The existing two-way cycleway from Waterloo Court would be amended to connect to the proposed two-way cycleway described in **para. 6.5.2**. The proposed two-way cycleway would continue south to the Town Mills junction.

Folly Roundabout

- 6.5.14 Although not part of this planning application, there are potential further improvements to the active travel infrastructure to the north of this scheme at Folly Roundabout. The highway proposals subject of this application have been designed to tie into any future proposals to improve active travel infrastructure up to the Folly Roundabout that may come forward..
- 6.5.15 The segregated footway/cycleway would extend further north, improving the connections to the underpass and the signalised crossing at the northern end of Western Avenue and therefore improving the active travel connections between Andover train station and the town centre.

7 Public Transport Strategy

7.1 Existing Conditions

7.1.1 Inside the development red line boundary is the Andover Bus Station forecourt which serves many regular services and destinations. The station is located off Western Avenue (A3057) and West Street, adjacent to the Chantry Centre shopping complex and features 10 bays which are primarily served by Stagecoach South, which operates most local and regional routes. **Table 7.1** provides a summary of the most frequent services.

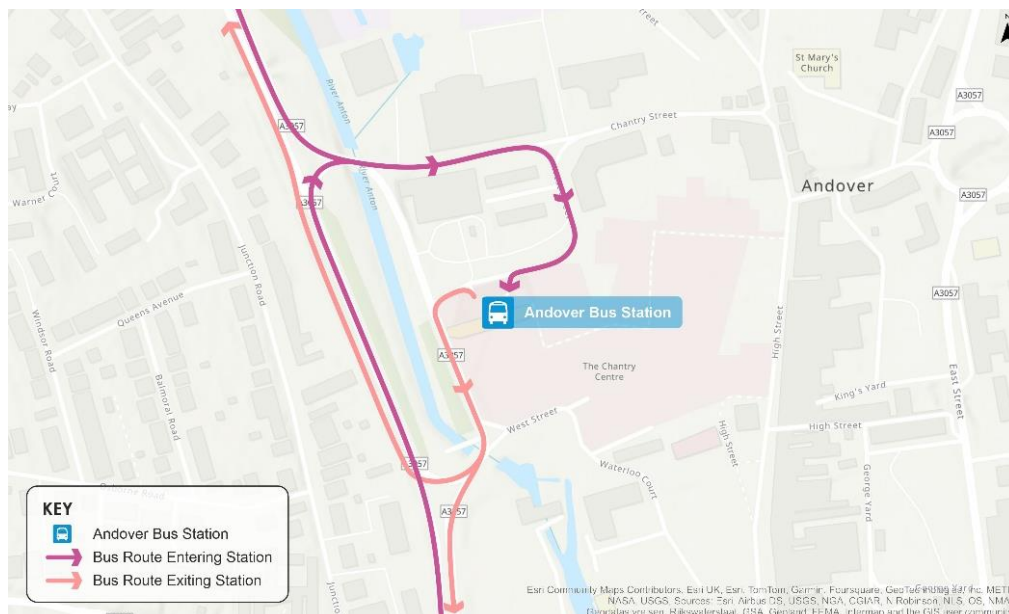
Table 7.1: Existing Andover Bus Station Services

Service	Route	Average Frequency	
		Weekday	Weekend
1	Andover Bus Station – King Arthurs Way	Every 20 mins	Every 20-30 mins
2	Town Centre – East Anton	Every 20 mins	Every 20-30 mins
3	Picket Twenty – Charlton/Saxon Fields	Every 30 mins	Every 30 mins
4	Picket Piece – Drove Estate	Every 60 mins	Every 60 mins
5	Andover – Thruxton	5 per day	-
7	Andover – Newbury	4 per day	4 per day (Saturday only)
8	Andover - Salisbury	Every 40 mins	Every 40-60 mins
75	Andover – Winchester	Every 60 mins	Every 120 mins
76	Andover - Basingstoke	Every 30 mins	Every 30-60 mins

7.1.2 Under the existing layout, buses accessing the bus station from the north turn left at the Western Avenue stop line, to the north of the gyratory, onto West Street and following the road around into the bus station. From the south buses travel northbound along the gyratory before turning right onto West Street. No access to the bus station is taken from Chantry Street.

7.1.3 To exit the bus station under the existing layout, buses exit the station onto West Street before turning left to travel south along the Western Avenue gyratory. For buses travelling south, they continue to the south of the gyratory. Buses routeing north continue to follow the gyratory around to the right before exiting to the north of the gyratory. The existing bus station access/exit route is shown in **Figure 7.1** below.

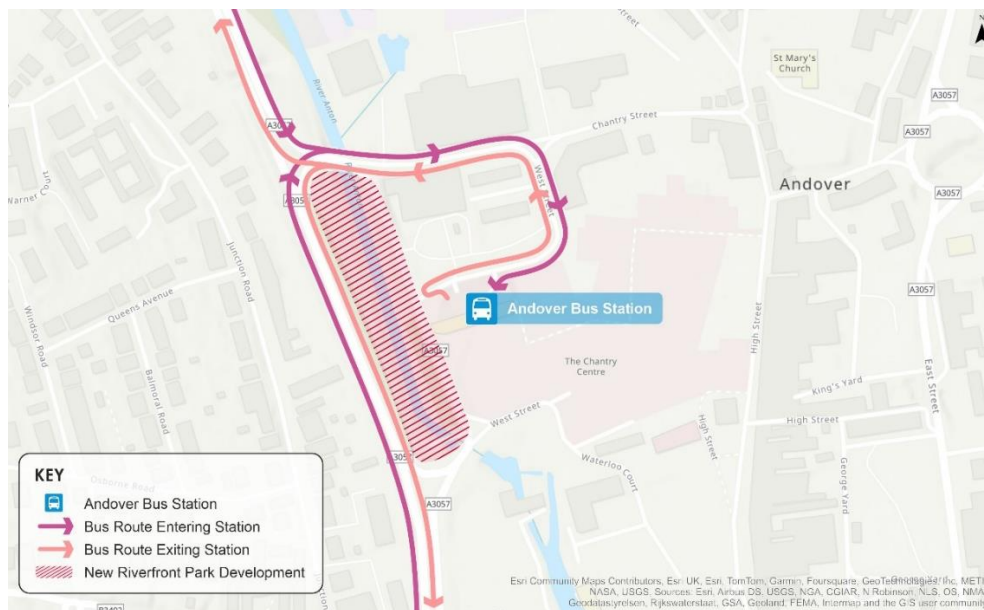
Figure 7.1: Existing Bus Station Routes



7.2 Proposed Bus Strategy

- 7.2.1 Under the proposed highway layout, buses would access the bus station in a similar manner as the existing with access from Western Avenue and West Street, however the junction would be signalised as opposed to the existing gyratory layout.
- 7.2.2 The significant change to the bus strategy under the proposed highway layout is the exit routing. As the gyratory is being removed buses will no longer access Western Avenue directly to the west. Instead, buses will now turn around within the newly reconfigured bus station and exit using the new 2-way West Street and rejoin Western Avenue at the proposed signalised junction. The proposed bus station access/egress routes are shown in **Figure 7.2**.

Figure 7.2: Proposed Bus Station Access



7.3 Bus Delay

- 7.3.1 The impact of the proposed bus strategy has been calculated and reported within the Appendix C of the submitted Transport Scoping Note. This showed that the estimated total average delays for buses leaving the bus station via the proposed scheme are:
- Bus Station to Folly Roundabout (north) = 14 seconds
 - Bus Station to Bridge St junction (south) = 56 seconds
- 7.3.2 It should be emphasised that the above delays are average delays. The design of the West Street/Western Avenue signalised junction is based on a 60 second cycle time. Each green signal clears the traffic queue therefore the maximum delay at the junction will be 60 seconds.

7.4 Train Accessibility Impact

- 7.4.1 The development site lies approximately 1km south-east of Andover train station; an approximate 15- minute walk or 5-minute cycle. The station serves regular departures to London Waterloo, Salisbury, Exeter and Reading. As noted previously, the project area is a key arrival point for those approaching the town centre from the train station.
- 7.4.2 The proposals would improve the accessibility from the town centre for both pedestrians and cyclists through the segregated footway/cycleway as the proposals would tie into the existing underpass which allows pedestrians and cyclists to cross under Western Avenue into a residential area with slower and less trafficked roads to then access the train station.

8 Delivery and Service Plan

8.1 Introduction

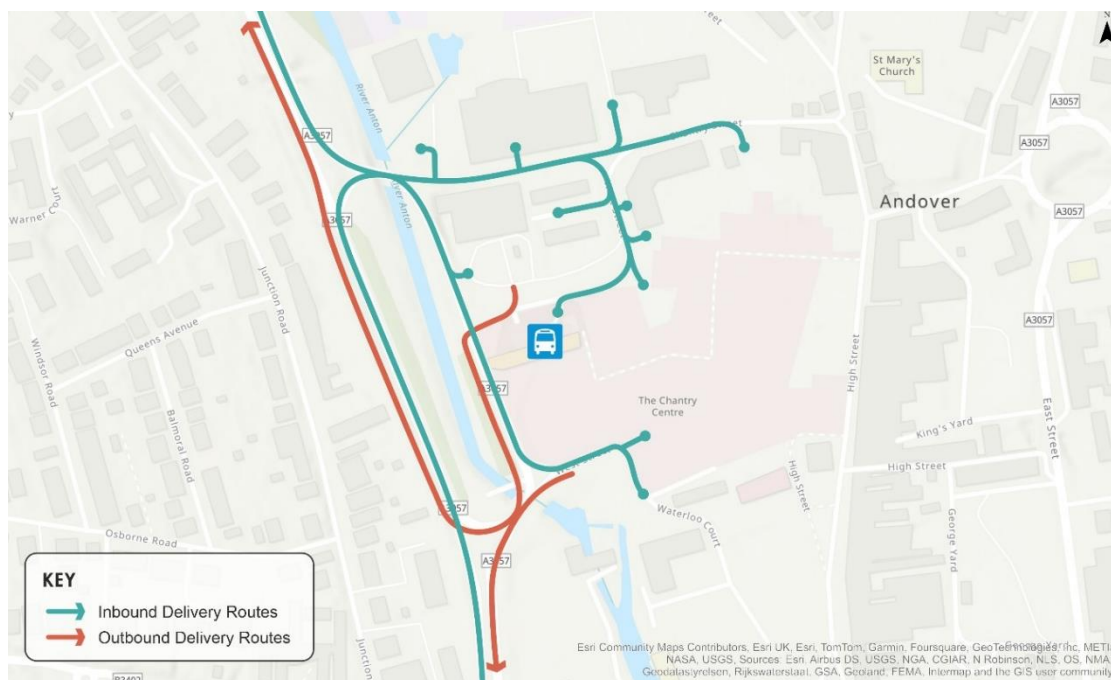
8.1.1 This section outlines the delivery and servicing arrangements under the proposed highways scheme for the local residents and business.

8.2 Existing Arrangement

8.2.1 The existing access arrangement for delivery and servicing (D&S) vehicle inside of the development site boundary are illustrated in **Figure 8.1**. The roads which are impacted by the scheme, Western Avenue, West Street, and Waterloo Court, provide the D&S access routes to a number of local residents and businesses, which include;

- Andover Leisure Centre and West Street car park
- Simplyhealth
- Chantry Centre Service yards A-D (including the service yard for Waitrose)
- Chantry Lodge Retirement Living
- Portland Grove
- Bus Station (including Costa Coffee)
- Lidl
- Waterloo Court business (Chantry Centre, rear of High Street retail units)
- Unity

Figure 8.1: Existing Delivery and Servicing Routes



8.3 Proposed Delivery & Service Arrangement

8.3.1 As discussed, West Street will be converted from one-way southbound to two-way operation. This will allow access and egress for the bus station and Lidl car park, following the proposed relocation of the southbound carriageway of Western Avenue. This highway change will alter the existing delivery and servicing access/egress routes. The proposed delivery and servicing routes to the key loading point are shown in **Figure 8.2**

Figure 8.2: Proposed Delivery and Servicing Routes



8.3.2 The proposed layout and vehicle tracking assessment for delivery and service vehicles are illustrated on the following plans which are contained in **Appendix E** of this TA.

- HCC Engineering Services plan ref. CJ009625-HEH-HGN-40012558-DR-CH:
 - - 1002 West Street (HGV) Lidl
 - - 1003 & 1004 Portland Grove – Refuse and Private Car
 - - 1005 West Street to Chantry Street & The Lights
 - - 1006 Chantry Lodge - Private Car
 - - 1007 Waitrose HGV Delivery Access
 - - 1008 Bus Stand – Single Deck Bus
 - - 1011 Leisure Centre Chemical Deliveries
 - - 1012 Proposed Park Maintenance Access

8.4 Lidl

- 8.4.1 The existing Lidl car park access to Western Avenue would be closed, and the internal circulation would be reconfigured to provide a single point of access (to the east) and egress (to the south) onto West Street.
- 8.4.2 The Lidl car park also serves a loading function for the supermarket with loading activities taking place in the north-western corner of the car park. As with the general vehicle access, HGV access would be from the east through a modified junction and exit to the south, with changes to the internal car park to allow a delivery vehicle to access the loading bay.

8.5 The Chantry Centre Service Yards

- 8.5.1 The primary service yards to support the shopping centre (service yards A&B) are located off Chantry Street which can be accessed from West Street. The other service yards (C&D) are accessed via West Street. This will continue in the future arrangement, with the key change the rerouting of egressing vehicles returning to Western Avenue using the new two-way West Street travelling westbound.

8.6 Portland Grove and Chantry Lodge

- 8.6.1 Residential properties are located within Portland Grove and at Chantry Lodge. There would be minimal changes to their direct access junctions with the inbound route still via West Street or Chantry Street. The main change under the future road scheme arrangement would be that all delivery and service vehicle movements would rejoin Western Avenue via West Street and the new signalised junction.
- 8.6.2 The existing loading bay along West Street adjacent to Chantry Lodge will be relocated and a new on-street loading bay provided on Chantry Street, north of the property.

8.7 Waitrose Service Yard

- 8.7.1 Waitrose is serviced from an existing service yard accessed from West Street. No direct changes are required to the service yard access junction. As with other businesses, the key change would be the rerouting of egressing vehicles returning to Western Avenue using the new two-way West Street.

8.8 Costa Coffee Servicing

- 8.8.1 There are no planning conditions that secure a space for deliveries to the Costa coffee pod, nor are there any designated areas outlined within their current lease. Discussions are ongoing with Costa as their current lease expires at the end of this year and provision for deliveries will be determined as part of the terms of any new lease agreement.

8.9 Waterloo Court

- 8.9.1 The new priority junction at Western Avenue will provide the required access point for all delivery and services activities to the properties and business that require access along Waterloo Court.

8.10 Park Maintenance Access

- 8.10.1 There would be an occasional requirement for a parks maintenance vehicle to access the proposed riverside park. This is expected to be a typical 4x4 vehicle with a trailer. This would be facilitated by dropped kerbs onto Waterloo Court and West Street, and measures would be implemented to prevent unauthorised vehicle access to the park. Maintenance vehicles would drive in from Waterloo Court and exit back out via the dropped kerbs onto West Street.

9 Previous Modelling

9.1 Introduction

9.1.1 This section outlines the previous strategic, microsimulation and local modelling that has been undertaken previously as part of the Andover Masterplan Study, Western Avenue/West Street Junction and West Street Feasibility Studies. This provides the basis for further work which has been undertaken as part of this TA.

9.2 Andover Regeneration Masterplan Traffic Modelling

9.2.1 In June 2022 Atkin Realis prepared a traffic modelling report for the concept Andover Masterplan Highways, which includes a version of the Western Avenue and West Street Riverfront development.

9.2.2 As part of that assessment, a robust VISSIM microsimulation model was developed from the North Hampshire Transport Model (NHTM19) to understand the impacts at a local network level as a result of the Andover Masterplan proposals.

9.2.3 The VISSIM model used a 2021 Base Year and 2040 Future Year. The NHTM19 2019 base year was interpolated to 2021 base year flows, then the difference between the NHTM 2021 and 2040 flows were applied to create the VISSIM 2040 'Do Minimum' matrices. The peak hour evaluation periods were 08:00-09:00 and 17:00-18:00.

9.2.4 The following scenarios were used for the VISSIM model:

- 2021 Base Year
- 2040 Do Minimum (Do Min) – used Andover Masterplan land use changes (regardless of certainty) and 'near certain' or 'more than likely' developments/highway schemes from Basingstoke and Deane Council
- 2040 Do Something 0, 1 and 2 – as per Do Min but with different iterations of the design options
- 2040 Do Something 3 (DS3) – as per Do Min with the addition of the Andover Masterplan Preferred Design highway changes (at the time) also included.

9.2.5 The preferred design in the DS3 scenario had the following highway changes at Western Avenue:

Western Avenue gyratory converted to a single carriageway with a priority junction located at the Waterloo Court access point and a signalised junction located at the West Street access point. The northern part of West Street is open to two-way traffic, whereas the southern part of West Street is one-way and open to buses only. Buses are re-routed to enter West Street in the north in order to access the bus station. Buses then exit West Street in the south, head north along the existing Western Gyratory, to re-join the A3057 via the new signalised junction. Buses have priority over traffic coming from the northern part of West Street.

9.2.6 This is shown below in **Figure 9.1** and **Figure 9.2**.

Figure 9.1: Preferred Design at for DS3 VISSIM scenario (Western Avenue Gyratory North)

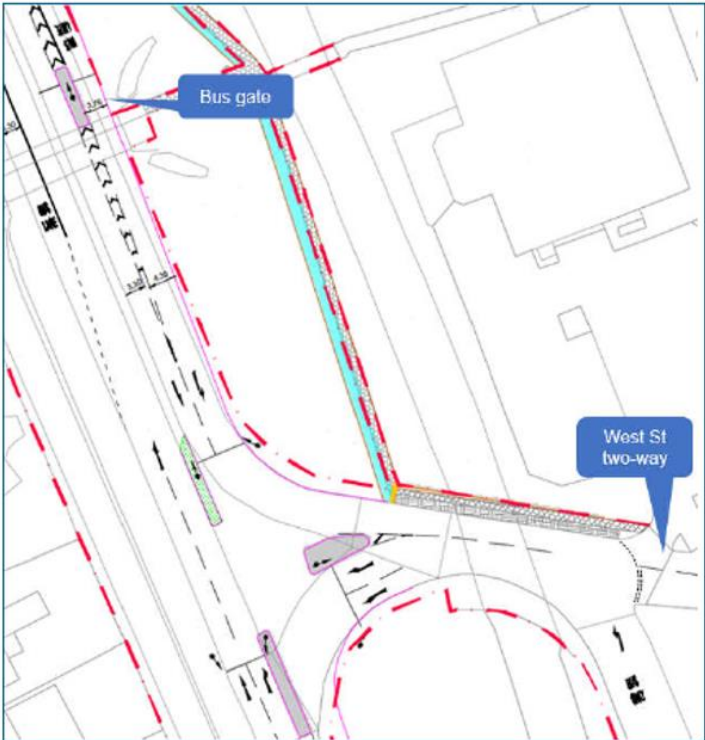


Figure 9.2: Preferred Design at for DS3 VISSIM scenario (Western Avenue Gyratory South)



9.2.7 The key findings of the modelling were:

- The Masterplan will not have a significant impact on traffic flows and journey times in the town centre in 2040;
- The introduction of a signalised junction at the Western Avenue/West Street junction will result in a slight reduction in traffic flow on Western Avenue;
- The VISSIM model results indicate that the preferred Masterplan proposals will not have a detrimental impact on highway capacity, journey times or traffic congestion in Andover town centre.
- Introducing signals on the Western Gyratory will introduce localised queuing and minor delays in both the AM and PM peak, along with increasing bus journey times for some movements in and out of the bus station, particularly routes serving the south and east of the town.

9.3 Western Avenue/ West Street Junction and West Street Feasibility Studies

9.3.1 In 2024, two detailed feasibility studies were undertaken to arrive at the preferred designs for the Western Avenue proposals, the full reports are contained in Appendix B and C of the Transport Scoping Note. The reports were prepared to assess the various design options for:

- The conversion of West Street from one-way (as per Do Min and DS3 previously) to two-way operation; and
- A new signalised Western Avenue/ West Street junction.

9.3.2 The reports accompany each other and should be read jointly. They consider and assess a variety of options to arrive at the optimum layout, and include consideration of:

- West Street access / egress
- Bus station operation
- Bus journey times
- Lidl car park operation
- Refuse collection for all affected properties and businesses
- Deliveries for all affected properties and businesses
- A Stage F (Feasibility) Road Safety Audit

9.3.3 The preferred design options identified through these feasibility studies were developed into detailed designs and modelled by Hampshire County Council Engineering Services (HES).

10 Highway Impact

10.1 Existing Road Conditions

10.1.1 The Western Avenue gyratory forms part of the A6057 Ring Road circling the town centre. The road accommodates approximately 11,500 vehicles per day¹, however the road's configuration as a dual carriageway with a long straight alignment encourages high speeds and a vehicle dominated environment. The Andover Masterplan document notes that a large number of respondents to public consultation noted the scale and impact of the ring road on accessing the town centre creating poor arrival experiences for pedestrians and cyclists.

10.1.2 West Street is currently a one-way street providing access to residences, Lidl, the bus station and service yards. West Street is accessed from the north from Western Avenue and wraps around to exit further south back onto Western Avenue.

10.2 Baseline Traffic Surveys

10.2.1 To inform the local modelling, an Origin/Destination (OD) survey was undertaken at the Western Avenue Gyratory using ANPR cameras at the cordon locations shown in **Figure 10.1**. These surveys were undertaken on Thursday 18th April 2024 at 07:00-19:00 and Saturday 20th April 2024 at 11:00-14:00. The surveys were converted into PCUs and provided a vehicle turning movement matrix for the junction.

Figure 10.1: 2024 ANPR Survey Locations



¹ Department for Transport – Count point 7884

10.2.2 To accompany these results, a further package of vehicle count surveys were undertaken along existing West Street corridor capturing the usage of the various side arms at the following locations which are also illustrated on **Figure 10.2**.

- West Street Car Park
- Chantry Street/West Street Junction
- LIDL Access and Exits points
- Portland Grove

10.2.3 These surveys were undertaken on Wednesday 29th January 2025 between 07:30-09:30 and 16:30-18:30.

Figure 10.2: 2025 Link Count Survey Locations



10.2.4 The traffic volumes recorded from both the 2024 ANPR and 2025 Link Count have been converted into Passenger Car Units (PCU), which is a transport engineering standard methodology, assigning a conversion factor to vehicle types (car, cycles, HGVs, etc) to an equivalent PCU value. PCU factors represent the effects of changes in traffic composition, such as headway, speed and size. All raw survey data is provided in **Appendix G**.

10.3 Local Network Peak Hour

In accordance with the NHTM19 strategic modelling, for the purpose of the TA the peak hour evaluation periods are:

- AM Peak 08:00 - 09:00
- PM Peak 17:00 - 18:00

10.4 2024 Base Year Highway Network

10.4.1 Figures 10.3 and 10.4 illustrate the traffic volumes (in PCU) across the highway study area based on the combined 2024 ANPR and 2025 Link Count surveys for the AM and PM peak hours.

10.5 2040 Background Traffic Growth

10.5.1 To create the future baseline scenario, the Do Minimum (DM) growth factor from the NHTM19 model was applied to both the 2024 ANPR and 2025 Count Survey Data. This equates to a 17.2% growth being applied to the survey data for a 2040 future year scenario.

10.5.2 The NHTM19 DM growth factor was applied, rather than the Do Something (DS) growth factor, based on the full implementation of the masterplan and that current traffic flows are unlikely to be back to pre-covid levels.

10.5.3 Figures 10.5 and 10.6 illustrate the 2040 Do-Minimum (DM) flows which is comprised of the recorded base plus background traffic growth.

Figure 10.3: 2024 Base Network Model – AM Peak

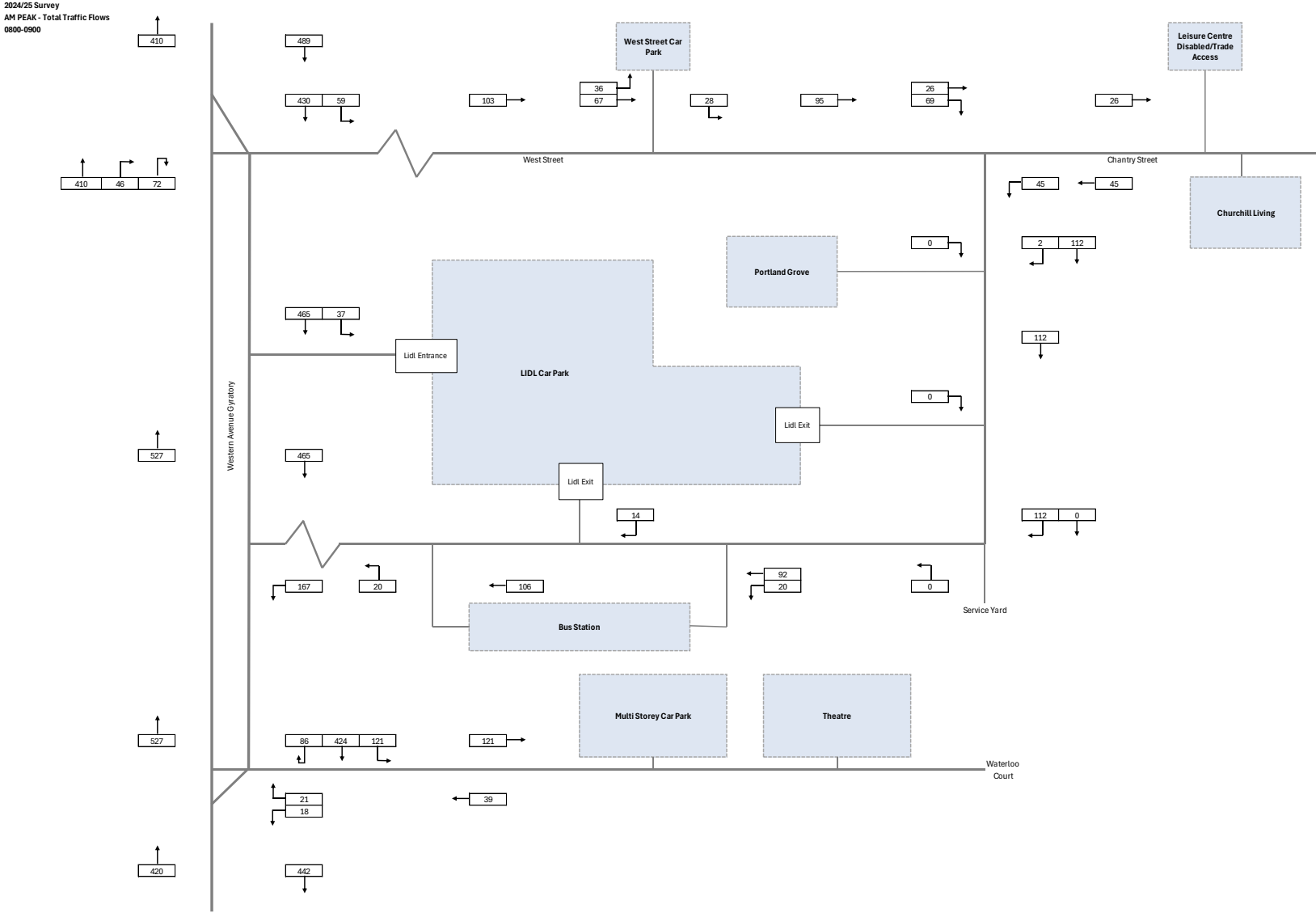


Figure 10.4: 2024 Base Network Model – PM Peak

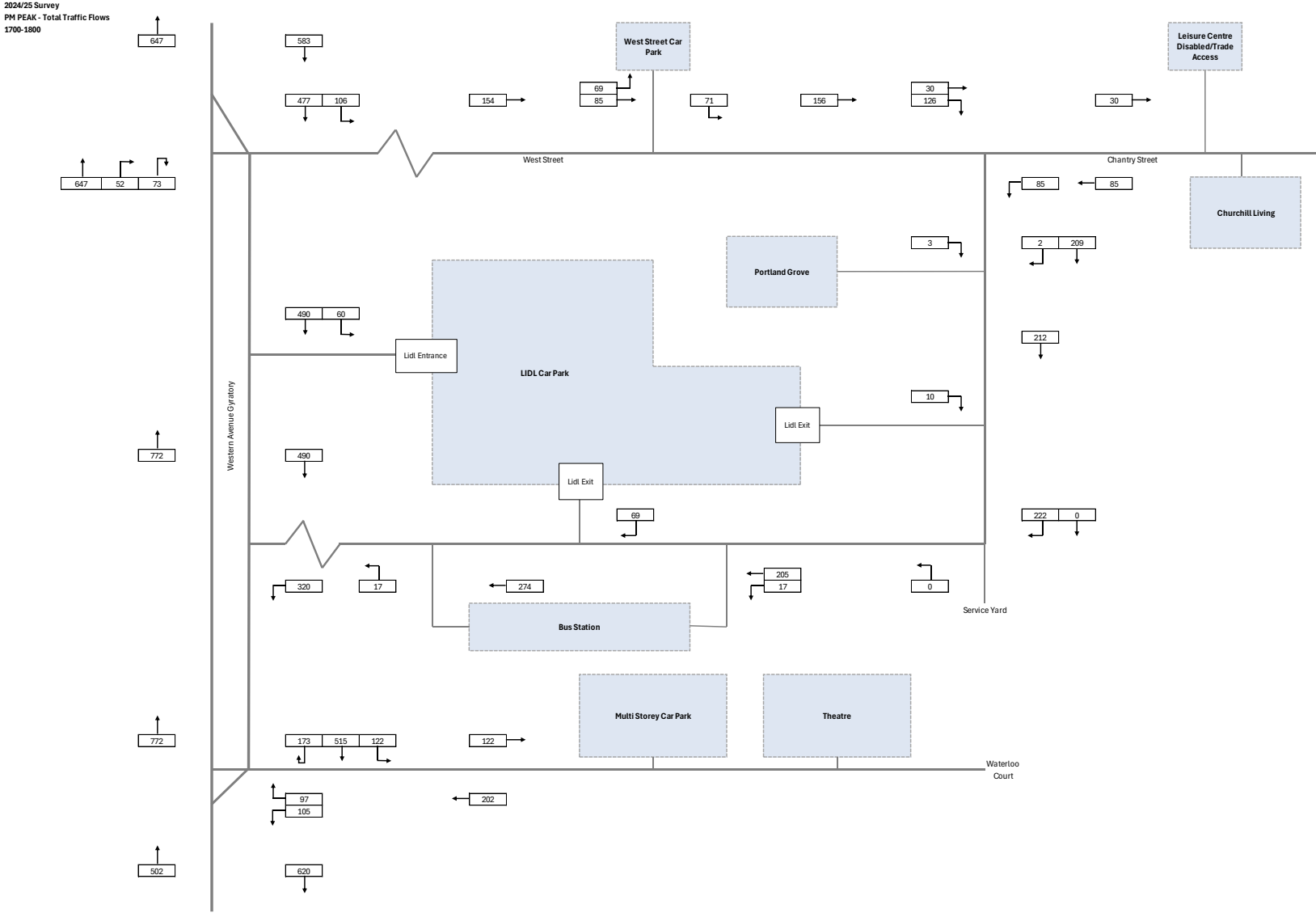


Figure 10.5: 2040 DM Network Model – AM Peak

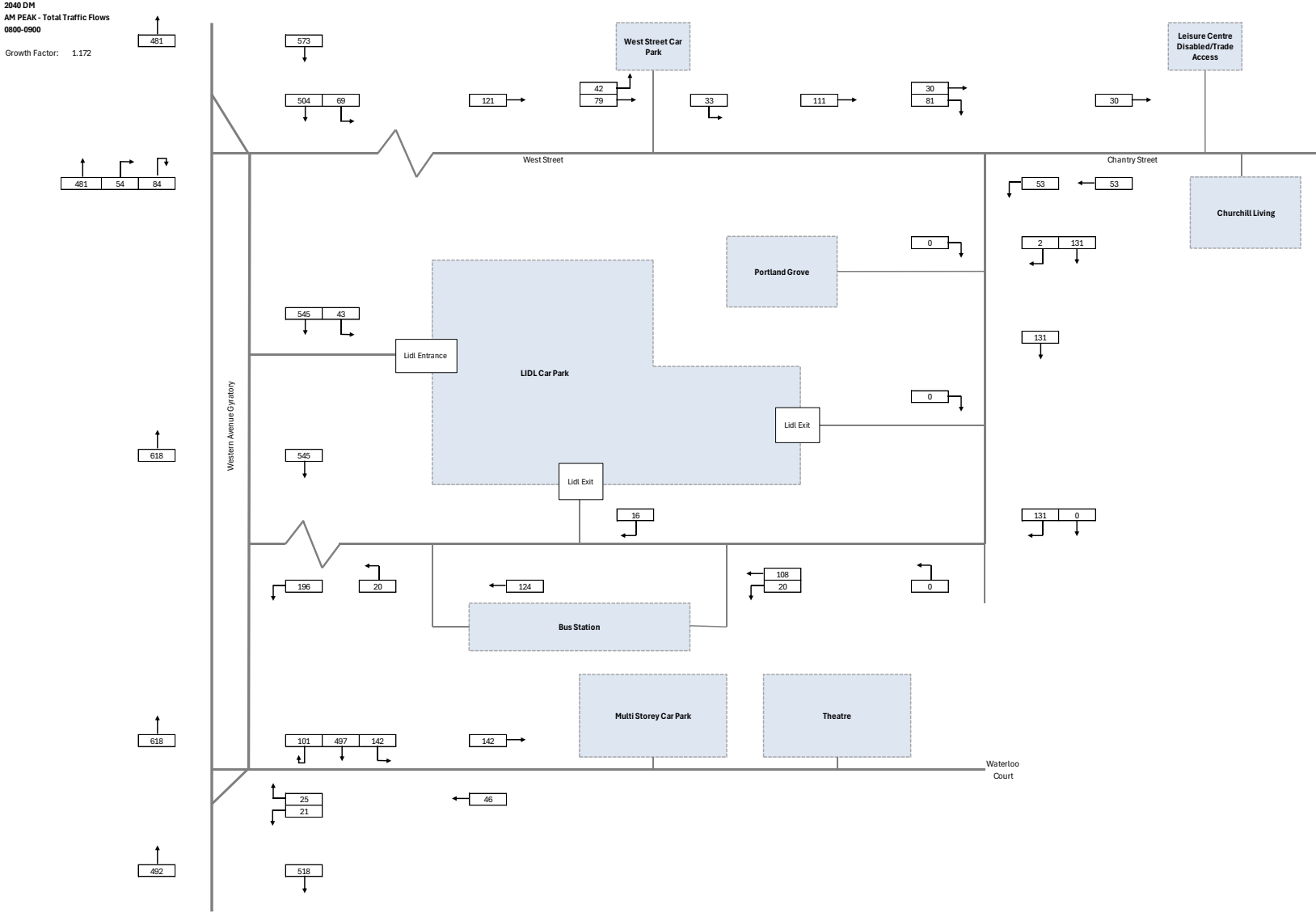
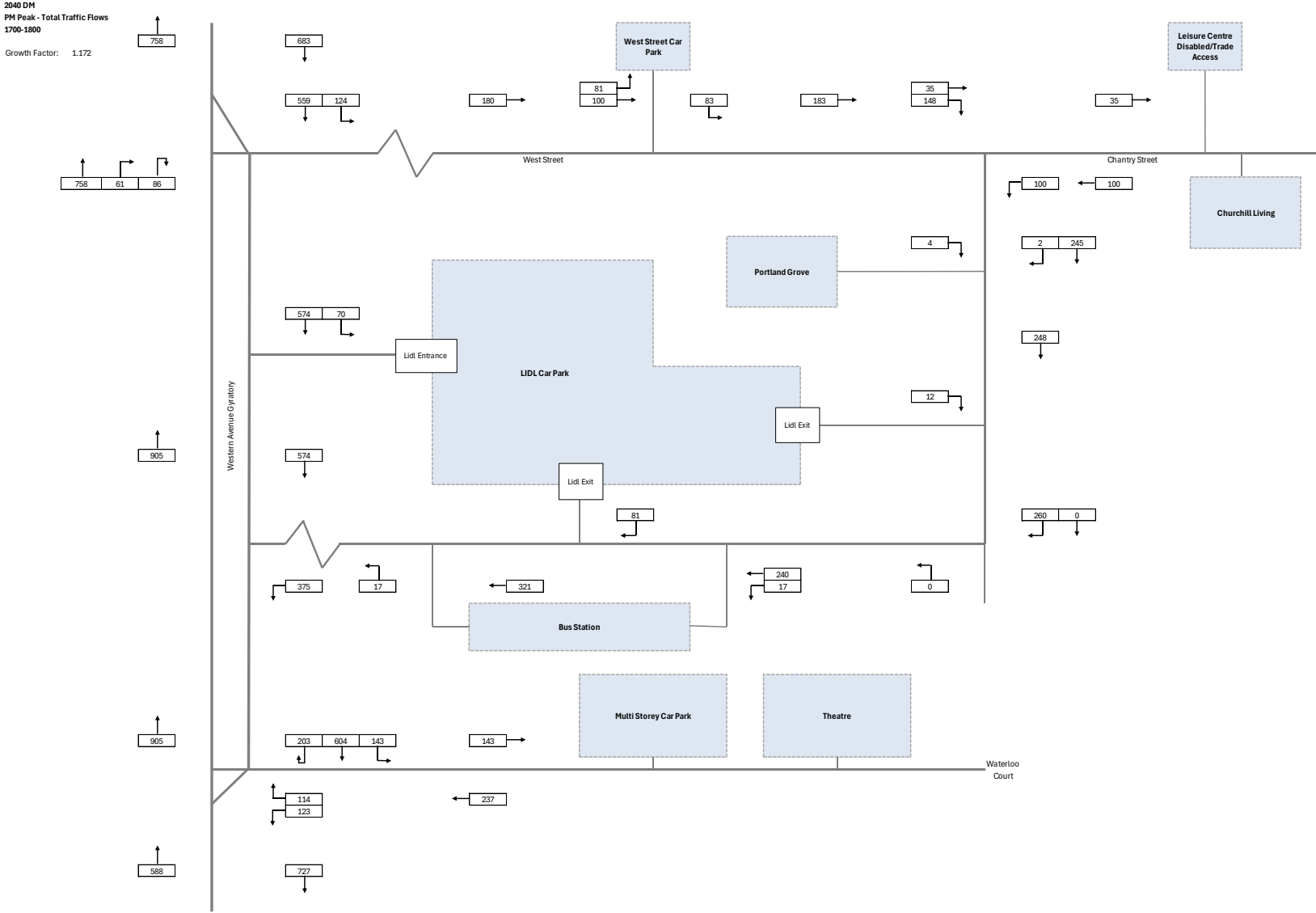


Figure 10.6: 2040 DM Network Model – PM Peak



10.6 Proposed Highway Layout

- 10.6.1 Western Avenue would no longer function as a dual carriageway gyratory and instead a standard two-way carriageway. A ghost island right turn would be provided for vehicles travelling northbound along Western Avenue to access Waterloo Court.
- 10.6.2 The northern Western Avenue/ West Street junction would be converted into a signalised junction with a toucan crossing across West Street. The southbound carriageway would have a segregated signalised left turn lane and a single southbound signalised lane. The northbound carriageway would flair out from a single northbound lane into two lanes at the junction, one northbound lane and one right turn lane.
- 10.6.3 West Street would be converted from being one-way southbound to operating two-way. This would allow access and egress to/from the bus station and Lidl car park, following the proposed relocation of the southbound carriageway of Western Avenue. The Western Avenue/West Street junction adjacent to the bus station would no longer exist and instead there would be provision for buses to turn around within an enlarged forecourt to return north along West Street. Provision would also be made from vehicles exiting Lidl from the exit opposite the bus station to travel back along West Street up to the signalised junction with Western Avenue.

10.7 Future Highway Trip Assignment

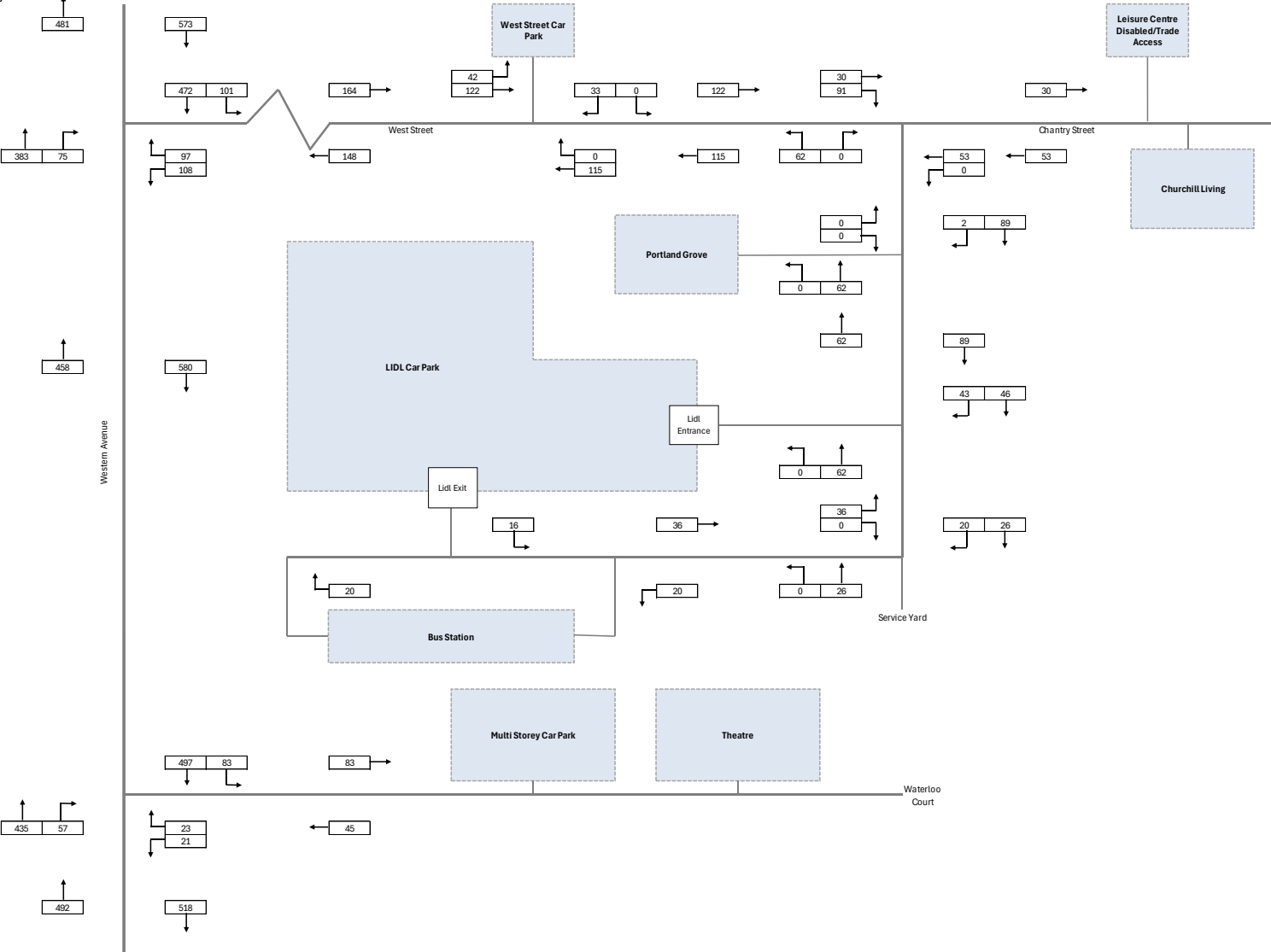
- 10.7.1 For the 2040 DS scenario the 2040 DM flows have been reassigned based on the proposed network layout.
- 10.7.2 In the proposed layout, flows entering and exiting Lidl now access West Street using the proposed signalised junction at the junction with Western Avenue.
- 10.7.3 Buses would perform a U-turn at the bus station rather than exiting onto the gyratory and traffic from West Street Car Park and Chantry Street would no longer circulate West Street and instead exits at the signalised junction with Western Avenue.
- 10.7.4 Similarly, vehicle trips to/from Waterloo Court would no longer be required to circulate around the Western Avenue gyratory and would instead use the new priority junction proposed on Western Avenue.
- 10.7.5 The most recent link count survey captured a degree of through movements entering at West Street to the north and exiting westbound back onto gyratory at the bus station. These are assumed to be attributed to local delivery access and informal drop off/pick-ups that occur along West Street.
- 10.7.6 Under the future road scheme scenario, the through movement is no longer possible. To present a worst case scenario, these vehicle numbers have been retained within the road network model and are assumed to turn around within West Street (at the Waitrose yard point)

10.8 2040 Do Something Network Model

- 10.8.1 The future year traffic network models with the new highway scheme (i.e Do Something Scenario) are illustrated on Figures 10.7 and 10.8 for the AM and PM hours respectively.

Figure 10.7: 2040 DS Network Model – AM Peak

2040 DS
 AM PEAK - Total Traffic Flows
 0800-0900
 Growth Fact 1.172



11 Local Junction Capacity Modelling

11.1 Assessment Study Area

11.1.1 To robustly assess the performance of the localised junctions once the proposed highway scheme has been developed, junction capacity modelling has been undertaken for the 2040 Do Something scenario at the following locations:

- Proposed Western Avenue/West Street modelled using LinSig software
- Proposed Western Avenue/Waterloo Court modelled using Junction 10 (PICADY) software

11.1.2 For both junctions the VISSIM strategic network peak hours have been assessed in accordance with the traffic network models present in Chapter 10:

- AM Peak 08:00 - 09:00
- PM Peak 17:00 - 18:00

11.1.3 Additionally, each junction has been assessed against the actual peak hour as recorded from the 2024 ANPR survey data. The actual peak hour may differ from the VISSIM model peak hour as this covers a broader network area, whereas the actual peak hour is bespoke to the conditions recorded at the Western Avenue gyratory itself. These are as follows:

- AM Peak 08:15 - 09:15
- PM Peak 16:30 - 17:30
- Saturday 11:00 – 12:00

11.1.4 The results of the detailed capacity assessment are contained within Tables 11.1 through 11.6, with the full output reports contained within **Appendix H** and **Appendix I**.

11.2 Proposed Western Avenue / West Street (LinSig)

11.2.1 The modelling results of the proposed Western Avenue / West Street signalised junction for the AM, PM and Saturday Peak hours are summarised in Table 11.1 to Table 11.3. A cycle time of 60 second has been used.

Table 11.1: Western Avenue / West Street LinSig model result – 2040 DS AM

Arm	AM Peak Hour (08:00-09:00)			AM Peak Hour (08:15-09:15)		
	DoS.	Av. Delay/ PCU	MMQ	DoS	Av. Delay/ PCU	MMQ
Arm A – Western Av (S)	35.3%	10.6	3.3	37.1%	10.6	3.4
Arm B – Western Av (N)	56.5%	16.2	6.4	58.1%	16.3	6.6
Arm C – West Street	53.7%	31.6	3.6	58.9%	33.2	4.1
PRC	59.4%			52.7%		

Table 11.2: Western Avenue / West Street LinSig model result – 2040 DS PM

Arm	PM Peak Hour (17:00-18:00)			PM Peak Hour (16:30-17:30)		
	DoS.	Av. Delay/ PCU	MMQ	DoS	Av. Delay/ PCU	MMQ
Arm A – Western Av (S)	56.2%	14.1	6.4	58.1%	14.3	6.8
Arm B – Western Av (N)	71.7%	21.2	8.5	75.3%	22.4	9.3
Arm C – West Street	74.0%	33.4	7.1	75.0%	34.0	7.3
PRC	21.6%			19.5%		

Table 11.2: Western Avenue / West Street LinSig model result – 2040 DS SAT

Arm	SAT Peak Hour (11:00-12:00)		
	DoS.	Av. Delay/ PCU	MMQ
Arm A – Western Av (S)	50.7%	13.1	5.6
Arm B – Western Av (N)	62.7%	19.4	7.0
Arm C – West Street	61.5%	28.4	5.3
PRC	43.5%		

11.2.2 The results show that there are significant levels of spare capacity at the proposed West Street/Western Avenue junction in all of the peak scenarios. The busiest period is between 16:30 and 17:30 on a weekday where an overall junction PCR of 19.5% is recorded. The West Street arm of the junction had the longest delay at 34 seconds per PCU and a corresponding DoS of 75% and Queue length of 7.3 vehicles and therefore operating within capacity.

11.3 Western Avenue / Waterloo Court (PICADY)

11.3.1 The proposed ghost island right turn lane junction at Western Avenue / Waterloo Court has been modelled using the PICADY modelling tool within the Junctions 10 software. PICADY uses three key indicators to describe the junction operation.

- Ratio of Flow to Capacity (RFC) – equivalent to Volume / Capacity
- Mean Max Queue (MMQ) length (measured in PCUs)
- Average Delay per Vehicle (measure in seconds)

11.3.2 The modelling results of the proposed Western Avenue / Waterloo Court priority junction for the AM, PM and Saturday Peak hours are summarised in Table 11.4 to Table 11.6.

Table 11.4: Western Avenue / Waterloo Court Picady model result – 2040 DS AM

Arm	AM Peak Hour (08:00-09:00)			AM Peak Hour (08:15-09:15)		
	RFC	Av. Delay/ PCU	Queue (PCU)	RFC	Av. Delay/ PCU	Queue (PCU)
Arm B – Waterloo Court	0.11	9.27	0.1	0.12	9.79	0.1
Arm C – Western Av (S)	0.11	7.44	0.1	0.09	6.84	0.1

Table 11.5: Western Avenue / Waterloo Court Picady model result – 2040 DS PM

Arm	PM Peak Hour (17:00-18:00)			PM Peak Hour (16:30-17:30)		
	RFC	Av. Delay/ PCU	Queue (PCU)	RFC	Av. Delay/ PCU	Queue (PCU)
Arm B – Waterloo Court	0.71	31.49	2.3	0.64	24.54	1.7
Arm C – Western Av (S)	0.14	8.25	0.2	0.10	7.73	0.1

Table 11.6: Western Avenue / Waterloo Court Picady model result – 2040 DS SAT

Arm	SAT Peak Hour (11:00-12:00)		
	RFC	Av. Delay/ PCU	Queue (PCU)
Arm B – Waterloo Court	0.64	24.32	1.7
Arm C – Western Av (S)	0.20	8.37	0.2

11.3.3 The results show that there are significant levels of spare capacity at the proposed Western Avenue/Waterloo Court junction in all of the peak scenarios. The busiest period is between 17:00 and 18:00 on a weekday with a maximum RFC of 0.71 with a corresponding delay of 31.49 seconds per PCU and queue of 2.3 vehicles.

11.4 New Andover Theatre Sensitivity Assessment

- 11.4.1 Although not part of the development proposals, the applicant is aware of forthcoming proposals to redevelop the former Tesco site to provide a new theatre. The indicative location is shown below.

Figure 11.1: Proposed Theatre Location



- 11.4.2 As part of the Andover Regeneration Masterplan, a new theatre is proposed to replace 'The Lights' within the town centre in Unit 62 of the Chantry Centre (which is currently vacant).
- 11.4.3 Historically the unit has been used as a supermarket, which would generate higher levels of traffic on the surrounding network, especially in the peak hours, compared to a theatre development.
- 11.4.4 The scoping note concluded that as the proposed use would have a lower impact on the local network than the consented use that there would be no net impact from the development.
- 11.4.5 As the surveys carried out for the Western Avenue Riverside Park assessment were undertaken when Unit 62 was vacant the consented uses is not accounted for within the network assessment in Chapter 10 of this TA.
- 11.4.6 To provide a sensitivity assessment, the proposed theatre trip generation has been included in a sensitivity assessment as 'new trips' to the network for the PM and Saturday peak. An AM peak assessment has not been undertaken as the theatre would not be open or used during this period.

Estimated Vehicle Trip Generation

- 11.4.7 The supporting scoping sets out the following Forecast Traffic Impacts
- AM Peak 08:00 – 09:00 - No vehicle trip generation estimated
 - PM Peak 17:00 – 18:00 - Two way car trips of 40 (assumed 100% inbound trips)
 - Weekend 11:00 – 12:00 - Two way car trips of 40 (assumed 50/50 split in/out)
- 11.4.8 Assuming that all associated theatre vehicle trips are to/from Waterloo Court and to account for these new trips on the proposed Western Avenue Road scheme, the trips have been added to the proposed 2040 network models (Figures 10.7 & 10.8) using a 50/50 distribution from the north and south.

11.4.9 The subsequent sensitivity modelling results for the two proposed Western Avenue junctions are provided in the tables below. Full outputs are contained in **Appendix J**.

Table 11.7: Western Avenue / West Street Sensitivity Assessment – PM and Saturday

Arm	PM Peak Hour (17:00-18:00)			Saturday Peak Hour (11:00-12:00)		
	DoS.	Av. Delay/ PCU	MMQ	DoS	Av. Delay/ PCU	MMQ
Arm A – Western Av (S)	56.2%	14.1	6.4	51.6%	13.2	5.8
Arm B – Western Av (N)	74.4%	22.2	9.0	64.1%	19.7	7.1
Arm C – West Street	74.0%	33.4	7.1	61.5%	28.4	5.3
PRC	21.0%			40.5%		

Table 11.8: Western Avenue / Waterloo Court Sensitivity Assessment – PM and Saturday

Arm	PM Peak Hour (17:00-18:00)			Saturday Peak Hour (11:00-12:00)		
	RFC	Av. Delay/ PCU	Queue (PCU)	RFC	Av. Delay/ PCU	Queue (PCU)
Arm B – Waterloo Court	0.65	25.83	1.8	0.70	29.02	2.2
Arm C – Western Av (S)	0.14	8.20	0.2	0.22	8.64	0.3

11.4.10 The results show that there are significant levels of spare capacity at both the junctions once the Theatre trip generation is considered. The longest delays per PCU are expected at West Street during the PM peak with delays of 33.4 seconds and so the theatre has no impact on the worst delays experienced at the West Street junction.

11.4.11 The Waterloo Court junction has slightly reduced spare capacity as a result of the theatre development, but this is not significant.

12 Summary

- 12.1.1 A Transport Assessment has been prepared in support of the planning application for the proposed changes to the Western Avenue gyratory and West Street as part of the Andover Western Avenue Riverside Park proposals. As part of this proposal, Test Valley Borough Council are proposing the following changes to highway:
- The relocation of the southbound carriageway of the Western Avenue gyratory to the western side of the river, to sit alongside the northbound carriageway and effectively removing the current gyratory road system.
 - Creation of a single signalised junction at Western Avenue / West Street, and priority junction at Western Avenue / Waterloo Court.
 - Improved path for NCN Route 246 along Western edge of River with new shared foot/cycle path on eastern side of the river.
 - Natural river corridor with benches, picnic areas, and opportunities for new public space
 - Improved pedestrian and cycle crossings through the area to improve links to Andover Town Centre and the recently developed public spaces at Town Mills
 - Conversion of West Street to a two-way access for vehicle movements
 - Reconfigure existing bus station egress to exit eastbound and use new two-way West Street.
- 12.1.2 The final design has been informed following consultation with key stakeholders, including LIDL and Stagecoach, residents of Portland Grove and Chantry Lodge and the public.
- 12.1.3 The Western Avenue gyratory project in Andover aligns with the council's planning policies through the prioritisation of enhancing pedestrian and cyclist infrastructure through the new liner riverside park comprising of shared and segregated north-south cycle routes along Western Avenue.
- 12.1.4 The proposed scheme supports the policy objectives of creating a safe and attractive environment that encourages walking and cycling, effectively reducing reliance on car travel and minimising impacts on the local highway network. This is further supported through the recommended reduced speed limits restrictions on both Western Avenue and West Street.
- 12.1.5 New public transport and delivery & servicing strategies has been developed as a result of the changes to West Street and the associated exit onto Western Avenue being closed. The future scenario, West Street will become two-way and provide access to local business and bus station only, and not allow through movements from Chantry Street.
- 12.1.6 The proposed West Street/Western Avenue and Waterloo Court/Western Avenue junctions have been modelled in detailed to understand the development impact. The results show that both junctions had sufficient spare capacity in future year 2040 assessment for the weekday peak hours and the Saturday peak.
- 12.1.7 A sensitivity test has also be conducted to include the impacts of the proposed theatre development on Waterloo Court. The flows from this development were included in the modelling for both the junctions and showed that it would have little impact on the performance of both junctions.
- 12.1.8 Overall, the highway network will not be significantly impacted by to changes the Western Avenue Gyratory into a two way link road, with the proposals providing improved cycling and pedestrian connectivity and a more attractive public realm within Andover Town Centre.

Appendix A Stagecoach Road Layout Testing Minutes

Minutes: Western Avenue, Andover - Bus Station Tracking
Location: Thruxton Circuit
Held on: 19th & 20th August 2024
Present: Gavin Coundley (GC) – HCC
 James Atkinson (JA) – HCC
 Paul Ramshaw (PR) – TVBC
 Rob Vince (RV) – Stagecoach
 Ryan? (R?) – Stagecoach
 Paula? (P?) – Stagecoach

Key Decisions:

Tracking Day 1 – 19th August		
No.	Item	Action
1	<p>Initially the proposed bus station layout was tracked with both an 11.8m Enviro 200 and a 10.9m Enviro 400 and no parked buses in any bays. The turn move was ok once the drivers understood that they needed to go deeper into the corner before turning.</p> <p>The same exercise was then undertaken with parked buses in stop I. As part of the design proposals, stop J can only be occupied with an Optare Solo. With an 11.8m Enviro 200 in the stop, the turn move was challenging and there was occasional overrun on the exit radius. When the vehicle was changed to a 10.9m Enviro 400, the manoeuvre was successfully completed multiple times on consecutive runs. However, whilst the manoeuvre was possible, RV did</p>	RV

	<p>express concerns that the proximity between the parked and moving vehicles would be considered too high risk of possible collisions and tail swipes occurring.</p> <p>Stagecoach concluded that a re-timetabling exercise would be needed to create the most available room for drivers making the 180 degree turn manoeuvre.</p> <p>As part of this re-timetabling, it was agreed that Stagecoach would limit the length of busses allowed to park in bus stops I & J to Optare Solo's or similar of equal length (<8.0m).</p>	
2	<p>Stagecoach requested that HCC tweak the design to provide a reference point or guidance marks for drivers to align the bus more easily when making the 180-degree turn manoeuvre. HCC agreed to introduce additional road markings on the offside of bus stop J to aid this.</p>	JA
3	<p>The existing high containment kerb arrangement located on the boundary between the bus station forecourt and West Street did not prove to be problematic when undertaking any manoeuvres and as such will be retained to keep the separation between live traffic from West Street & the Bus Station.</p>	No Action Needed
4	<p>During the live testing, Stagecoach requested that a hatched road centre marking be introduced around the bend to aid as a visual cue for drivers to steer apart from each other when manoeuvring around the "Waitrose" corner. The cone placement varied from 0.45m to 1.3m. HCC & TBVC agreed that this would be actioned.</p>	JA
5	<p>When the proposed delivery bay & bus stand were occupied, the 11.8m Enviro 200 had no issues navigating the corner, this was also tested using a car passing at the same time which also did not cause issues.</p>	No Action Needed
6	<p>RV raised concern about tail strikes when turning into the Bus Station from West Street and a bus leaving the forecourt at the same time, through testing this was deemed as adequate as the tail did not swing out into the path of the oncoming vehicle.</p>	No Action Needed
7	<p>The proposed bus stand and delivery bay layout on West Street was tested and if the delivery bay is empty, then the bus can manoeuvre into the bus stand in one slow movement which involved crossing the hatched road marking.</p>	No Action Needed

	When the loading bay is occupied, some forward and reverse movements are needed to align straight in the bay. As the delivery vehicle is likely to be present for short periods only (30 mins max) four times a week, this risk was deemed acceptable.	
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<u>Tracking Day 2 – 20th August</u>		
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No.	Item	Action
1	The proposed pedestrian refuge island outside Andover Leisure Centre tracked with no problem and the layout was accepted by Stagecoach.	No Action Needed
2	During live testing, Stagecoach requested that the road mark on the West Street/Chantry Street bend be moved further east towards Chantry Street to provide more clearance around the inside of the bend. It was agreed that offsetting the road centre marking by 0.5m was adequate. Stagecoach, TVBC & HCC all agreed that this change would be actioned.	JA
3	HCC to review the crossing provision at the Chantry Street junction due to the length of the crossing distance.	JA

Extended text:

It was evidenced during the exercise that the manoeuvre was almost impossible having a 11.8m E200 parked in bus stop I, and trying to manoeuvre a 11.8m E200 around the turning head.

When the vehicle was changed to an 10.9m E400 the manoeuvre was able to be completed multiple times on consecutive runs, although RV expressed concerns that although the manoeuvre was possible, the tail of the E200 turning into the E400 was of too high risk and as such bus stand I should rather also be limited to a Optare Solo to provide the greatest amount of room for drivers unfamiliar with the layout, avoiding the risks of accidentally tail strikes.

It was agreed that all 10 bus bays shall remain within Stagecoaches control, however an existing stop needs to be decommissioned, and changed to a bus stand for a layover space. HCC originally earmarked this as stop J and specified that only Optare Solo's could be used in the bus stand.

RV agreed to utilising a single bay within the bus stand as a layover space, but made the suggestion that operationally, stop A would make the most sense as then they would not be limited to the length of bus, they'd be able to park in the bus stand for the layover.

HCC agreed that this was sensible and has agreed to amend the design to suit.

Appendix B PIC Data

Contributory Factors Report Summary - A3057 Western Avenue, West Street and Chantry Street Andover

Accidents Found Date Range: 09/09/2019 - 24/07/2022

Grid Coordinate Range: 436164, 145482 - 436289, 145718

Accident Date BETWEEN '01-Aug-2019' AND '31-Jul-2024'

Accident Severity

	2019	2020	2021	2022	Total
Slight	1	2	3	2	8
Total	1	2	3	2	8

Casualty Severity

	2019	2020	2021	2022	Total
Slight	1	5	3	2	11
Total	1	5	3	2	11

Casualty KSI

	2019	2020	2021	2022	Total
Slight	1	5	3	2	11
Total	1	5	3	2	11

A3057 Western Avenue, West Street and Chantry Street Andover

Accident Date BETWEEN '01-Aug-2019' AND '31-Jul-2024'

Accident Reference:44190321798 **Slight** A3057 WESTERN AVENUE AT JUNCTION WITH WEST STREET, ANDOVER, HAMPSHIRE Accident 1 of 8

Monday 09/09/2019 18:16 **Grid Coordinates:** 436170 / 145718 **Lighting:** Daylight

Surface: Dry **Weather:** Fine without high winds

Contributory Factors		Participant	Confidence	Did a police officer attend?
308	Following too close (Driver/Rider - Injudicious)	Vehicle 002	Possible	Yes
406	Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 002	Very likely	

Accident Description

VEH1 (CAR) AND VEH 2 (CAR) TRAVELLING SE ALONG A3057 WESTERN AVENUE VEH1 WAS STATIONARY WAITING TO MOVE OFF WHEN VEH2 MOVED OFF THINKING VEH1 AND MOVED AND COLLIDED INTO THE REAR.

Vehicles

1	Car	Waiting to go ahead but held up	No skid	Negative	NW to SE	Male Age 39
2	Car	Starting	No skid	Negative	NW to SE	Male Age 56

Casualties

1	Driver or Rider	Slight	Vehicle no.1	Male 39
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Accident Reference:44200273403 **Slight** A3057 WESTERN AVENUE GYRATORY ANDOVER Accident 2 of 8

Wednesday 22/07/2020 11:34 **Grid Coordinates:** 436238 / 145482 **Lighting:** Daylight

Surface: Dry **Weather:** Fine without high winds

Contributory Factors		Participant	Confidence	Did a police officer attend?
405	Failed to look properly (Driver/Rider - Error)	Vehicle 002	Very likely	Yes

Accident Description

VEH2 (CAR) TRAVELLING NW IN A3057 GYRATORY STOPPED IN TRAFFIC AT GIVE WAY LINES BEHIND VEH1 (CAR) WAITING TO JOIN A3057 WESTERN ROAD. VEH2 BELIEVED VEH1 WAS MOVING OFF, SO VEH2 PULLED OFF AND COLLIDED WITH THE REAR OF VEH1.

Vehicles

1	Car	Waiting to go ahead but held up	No skid	Negative	SE to NW	Female Age 44
2	Car	Starting	No skid	Not contacted	SE to NW	Male Age 21

Casualties

1	Driver or Rider	Slight	Vehicle no.2	Male 21
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A3057 Western Avenue, West Street and Chantry Street Andover

Accident Date BETWEEN '01-Aug-2019' AND '31-Jul-2024'

Accident Reference:44200448655 **Slight** A3057 WESTERN AVENUE AT JUNCTION WITH WEST STREET, ANDOVER, HAMPSHIRE. Accident 3 of 8
Thursday 19/11/2020 17:30 **Grid Coordinates:** 436164 / 145718 **Lighting:** Dark/lights lit
Surface: Dry **Weather:** Fine without high winds
Contributory Factors **Participant** **Confidence** **Did a police officer attend?**
605 Inexperienced or learner driver/rider (Driver/Rider - Behaviour) Vehicle 002 Very likely No - reported 'over the counter'
308 Following too close (Driver/Rider - Injudicious) Vehicle 002 Very likely

Accident Description

VEH2 (CAR) TRAVELLING SE ALONG A3057 WESTERN AVENUE FAILED TO STOP ON APPROACH TO THE JUNCTION AND COLLIDED WITH THE REAR OF VEH1 (CAR) TRAVELLING SE IN FRONT, WAITING TO ENTER ROUNDABOUT.

Vehicles

1 Car	Waiting to go ahead but held up	No skid	Negative	NW to SE	Female Age 54
2 Car	Going ahead other	No skid	Negative	NW to SE	Female Age 20

Casualties

1 Passenger	Slight	Vehicle no.1	Male 59
2 Driver or Rider	Slight	Vehicle no.1	Female 54
3 Driver or Rider	Slight	Vehicle no.2	Female 20
4 Passenger	Slight	Vehicle no.2	Male 57

Accident Reference:44210356813 **Slight** OUTSIDE STAGECOACH AT ANDOVER BUS STATION WEST STREET Accident 4 of 8
Monday 06/09/2021 12:48 **Grid Coordinates:** 436268 / 145625 **Lighting:** Daylight
Surface: Dry **Weather:** Fine without high winds
Contributory Factors **Participant** **Confidence** **Did a police officer attend?**
No - reported 'over the counter'

Accident Description

VEH 1 (P/CYCLE) TRAVELLING NE TO SW ON WEST STREET IS STRUCK BY VEH 2 (CAR) REVERSING FROM PARKED TO NE

Vehicles

1 Pedal Cycle	Going ahead other	No skid	Not applicable	NE to SW	Female Age 79
2 Car	Reversing	No skid	Not contacted	SW to NE	Male Age 42

Casualties

1 Driver or Rider	Slight	Vehicle no.1	Female 79
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A3057 Western Avenue, West Street and Chantry Street Andover

Accident Date BETWEEN '01-Aug-2019' AND '31-Jul-2024'

Accident Reference:44210374078 **Slight** JUNCTION OF A 3057 AND WATERLOO COURT CHANTRY CENTRE BY MULTI STOREY CAR PARK Accident 5 of 8
Friday 17/09/2021 14:24 **Grid Coordinates:** 436279 / 145498 **Lighting:** Daylight
Surface: Dry **Weather:** Fine without high winds
Contributory Factors **Participant** **Confidence** **Did a police officer attend?**
710 Vehicle blind spot (Driver/Rider - Vision Affected) Vehicle 001 Very likely Yes

Accident Description

VEH 1 (CAR) TRAVELLING NE TO SW PULLED OUT OF JUNCTION AND WAS UNABLE TO SEE VEH 2 (P/CYCLE) TRAVELLING NE TO SW AND COLLIDED WITH REAR OF VEH 2

Vehicles

1	Car	Going ahead other	No skid	Negative	NE to SW	Female Age 42
2	Pedal Cycle	Going ahead other	No skid	Not applicable	NE to SW	Male Age 53

Casualties

1	Driver or Rider	Slight	Vehicle no.2	Male 53
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Accident Reference:44210375687 **Slight** JUNCTION OF WEST STREET/A3057 ANDOVER BY BUS STATION Accident 6 of 8
Saturday 18/09/2021 18:17 **Grid Coordinates:** 436242 / 145605 **Lighting:** Daylight
Surface: Dry **Weather:** Fine without high winds
Contributory Factors **Participant** **Confidence** **Did a police officer attend?**
307 Travelling too fast for conditions (Driver/Rider - Injudicious) Vehicle 001 Possible Yes
401 Junction overshoot (Driver/Rider - Error) Vehicle 001 Possible
410 Loss of control (Driver/Rider - Error) Vehicle 001 Very likely

Accident Description

VEH 1 (CAR) TRAVELLING NE TO SW FROM WEST STREET LOSES CONTROL AT JUNCTION AND LEAVES CARRIAGEWAY

Vehicles

1	Car	Turning left	No skid	Negative	NE to SW	Male Age 90
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Casualties

1	Driver or Rider	Slight	Vehicle no.1	Male 90
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A3057 Western Avenue, West Street and Chantry Street Andover

Accident Date BETWEEN '01-Aug-2019' AND '31-Jul-2024'

Accident Reference:44220190821 **Slight** A3057 WESTERN AVENUE AT JUNCTION WITH WATERLOO CT ANDOVER, HAMPSHIRE Accident 7 of 8

Saturday 14/05/2022 18:56 **Grid Coordinates:** 436289 / 145506 **Lighting:** Daylight

Surface: Dry **Weather:** Fine without high winds

Contributory Factors		Participant	Confidence	Did a police officer attend?
405	Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
406	Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description

VEH1 (E-SCOOTER) TRAVELLING S ALONG A3057 WESTERN AVENUE ON THE EASTERN PAVEMENT CROSSED WATERLOO CT WITHOUT GIVING WAY TO VEH2 (CAR) TRAVELLING SW ALONG WATERLOO CT APPROACHING THE RBT

Vehicles

1	Other: E-SCOOTER (PRIVATE)	Going ahead other	No skid	Negative	N to S	Male Age 17
2	Car	Going ahead other	No skid	Negative	NE to SW	Male Age 29

Casualties

1	Driver or Rider	Slight	Vehicle no.1	Male 17
---	-----------------	--------	--------------	---------

Accident Reference:44220297447 **Slight** EXIT OF CAR PARK FOR LEISURE CENTRE, WEST STREET, ANDOVER Accident 8 of 8

Sunday 24/07/2022 17:55 **Grid Coordinates:** 436212 / 145714 **Lighting:** Daylight

Surface: Dry **Weather:** Fine without high winds

Contributory Factors		Participant	Confidence	Did a police officer attend?
				No - reported 'over the counter'

Accident Description

STAT VEH 1 (CAR) FACING SOUTH FROM LEISURE CENTRE CAR PARK. CAS 1 (PEDESTRIAN) FALLS ONTO OFFSIDE OF VEHICLE

Vehicles

1	Car	Waiting to turn left	No skid	Not contacted	N to S	Male Age 66
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Casualties

1	Pedestrian	Slight	Vehicle no.1	Male 52
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Appendix C Landscape Masterplan



LEGEND
Boundary
 - - - Site boundary
 - - - Planning application

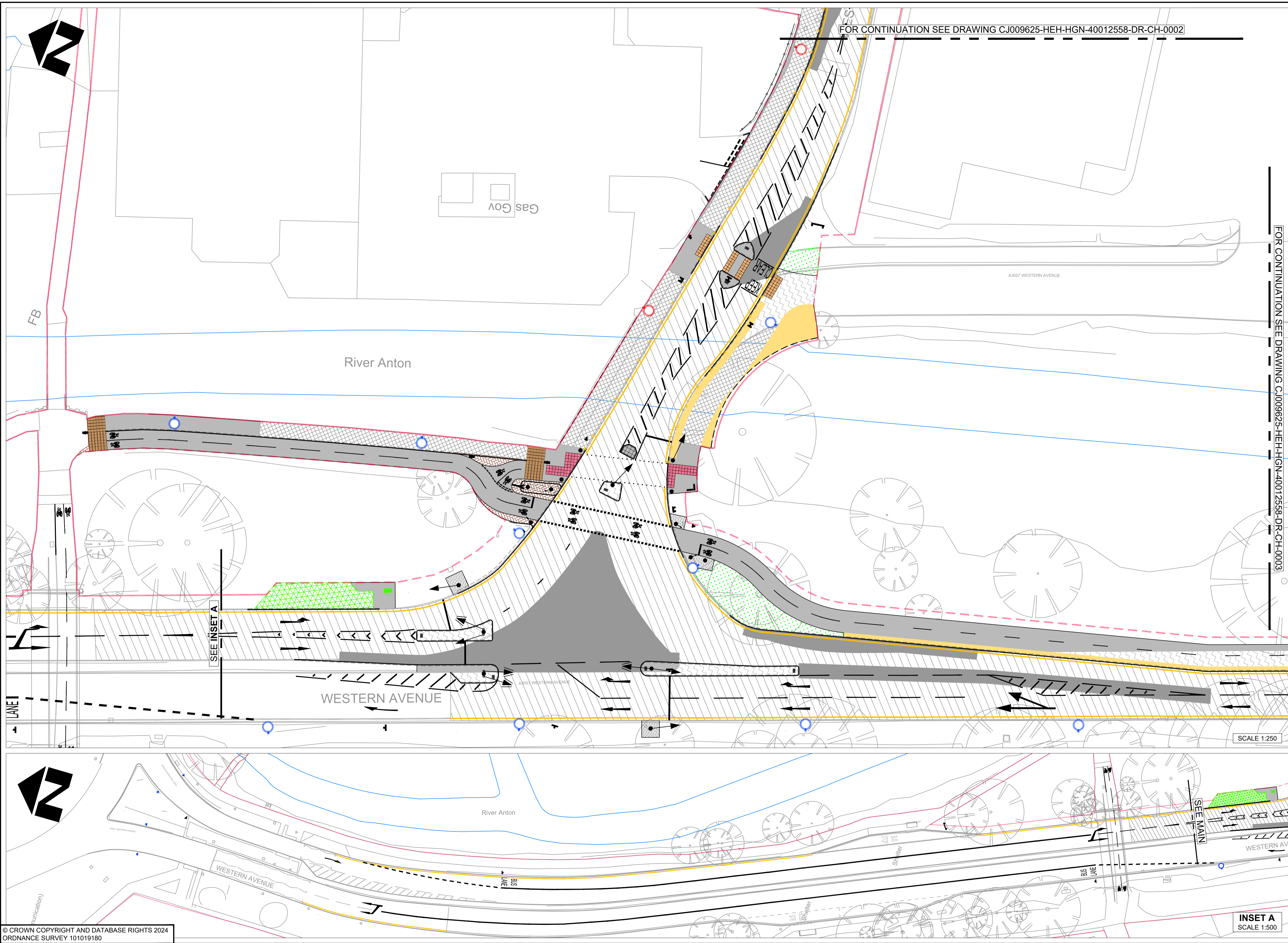
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P02	14.02.20	HCC & SV Coordination	JFP	BS	BS
P01	07.10.24	Final Issue	JFP	BS	BS
Iss	Date	Description	Drn	Chk	App

Scale 1:500
 0 5 10 15 20 25m
 Do not scale from this drawing
 All dimensions are to be verified on site
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LUC
 www.landuse.co.uk

Project
**Andover Western Avenue
 Riverside Park**
 Client
Test Valley Borough Council
 LUC Job Nr Scale @A1 Status
12766 1:500 S2-For Information
 Drawing Title
**General Arrangement
 Illustrative Masterplan**
 Drawing Nr
12766-LUC-XX-XX-DR-L-0002 Issue
P03

Appendix D Technical Highway Drawings



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 - PROPOSED PRECAST CONCRETE HIGH CONTAINMENT KERB
 - PROPOSED PRECAST CONCRETE EDGING
 - PROPOSED BUFF COLOURED BLISTER TACTILE PAVING
 - PROPOSED RED COLOURED BLISTER TACTILE PAVING
 - PROPOSED BUFF COLOURED LADDER/TRAMLIN TACTILE PAVING
 - PROPOSED BUFF COLOURED HAZARD (CORDUROY) TACTILE PAVING
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 - PROPOSED TRAFFIC SIGNAL
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 - PROPOSED CARRIAGEWAY RESURFACING
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 - PROPOSED BOLT DOWN ISLAND
 - PROPOSED ROAD MARKING
 - EXISTING ROAD MARKING
 - EXISTING HIGHWAY BOUNDARY
 - PROPOSED HIGHWAY BOUNDARY AMENDMENTS

SUIT	REV	PURPOSE OF ISSUE AND DESCRIPTION OF AMENDMENTS	DATE	DESIGNER	CAD	CHKD	APPD
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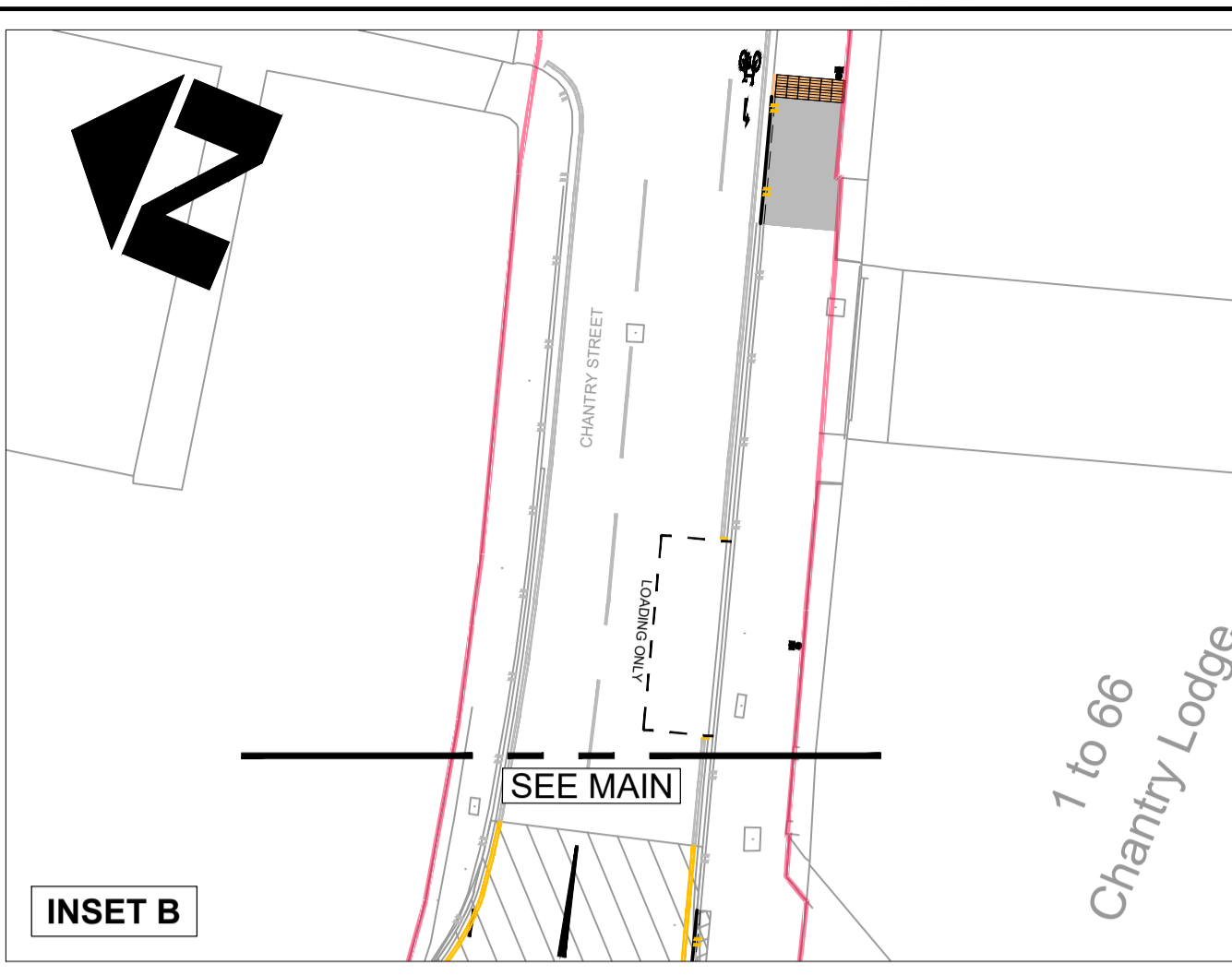
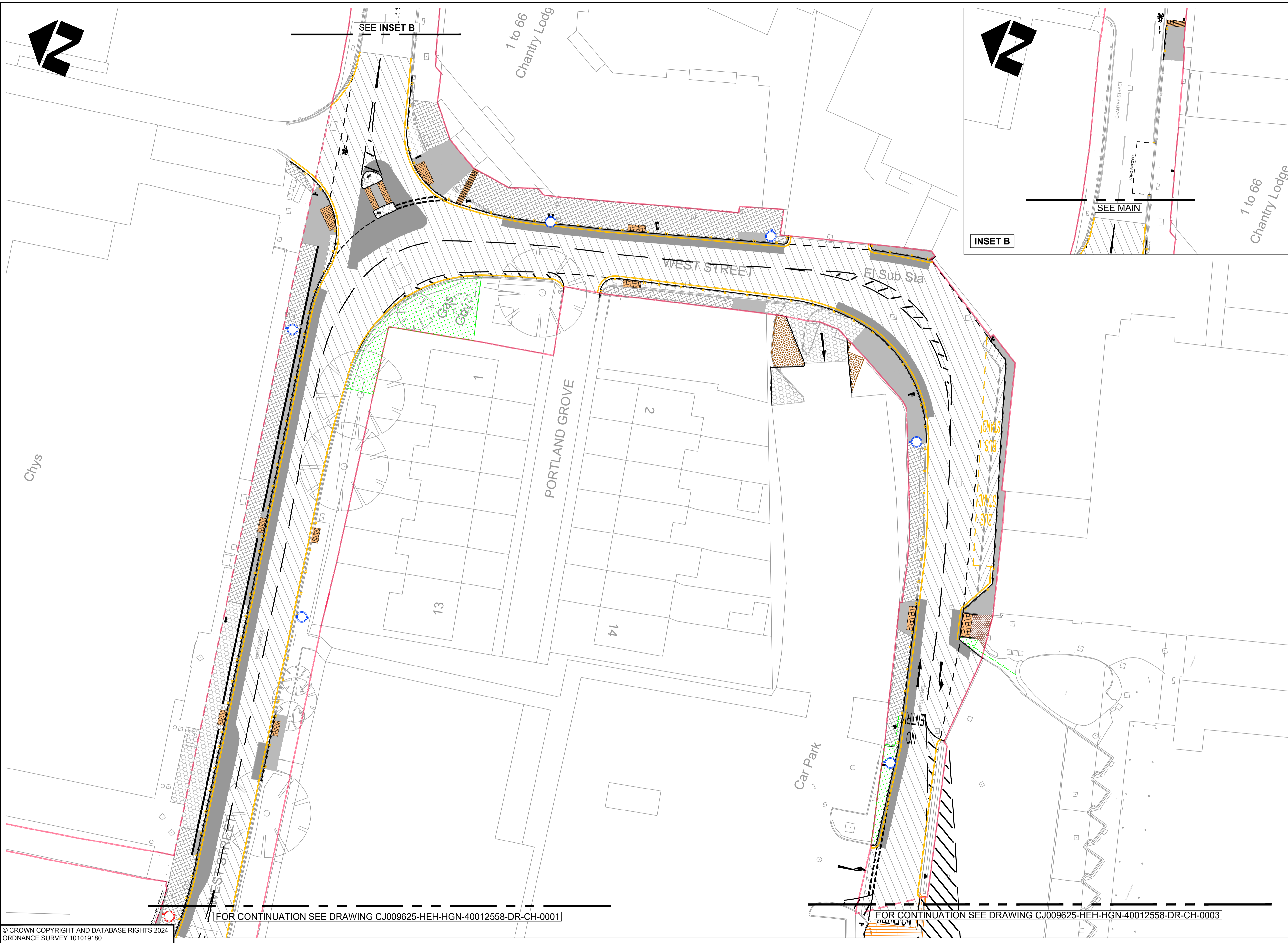
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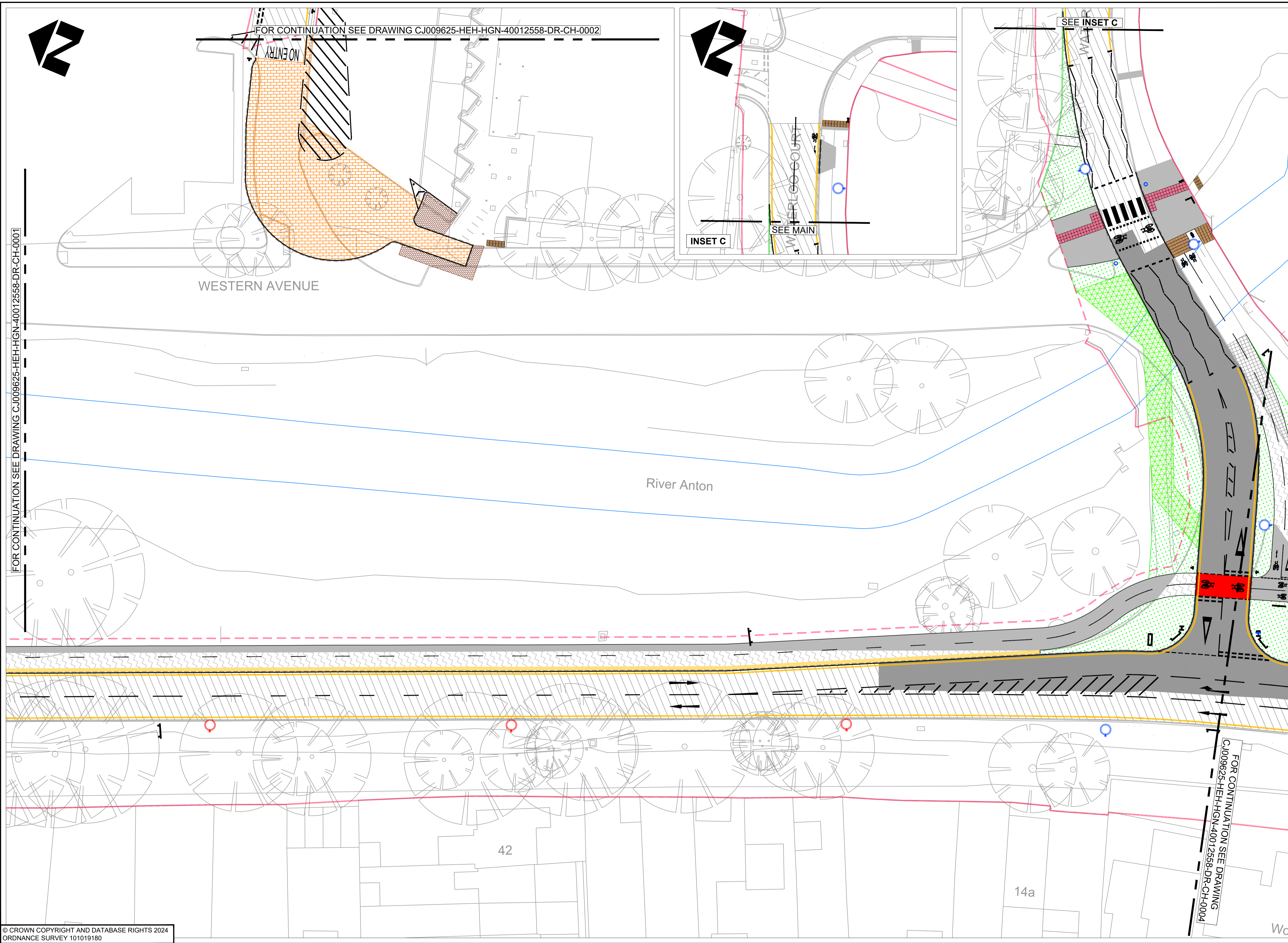
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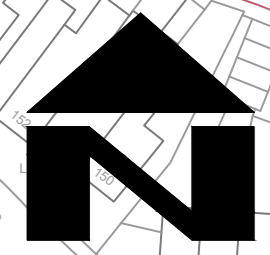
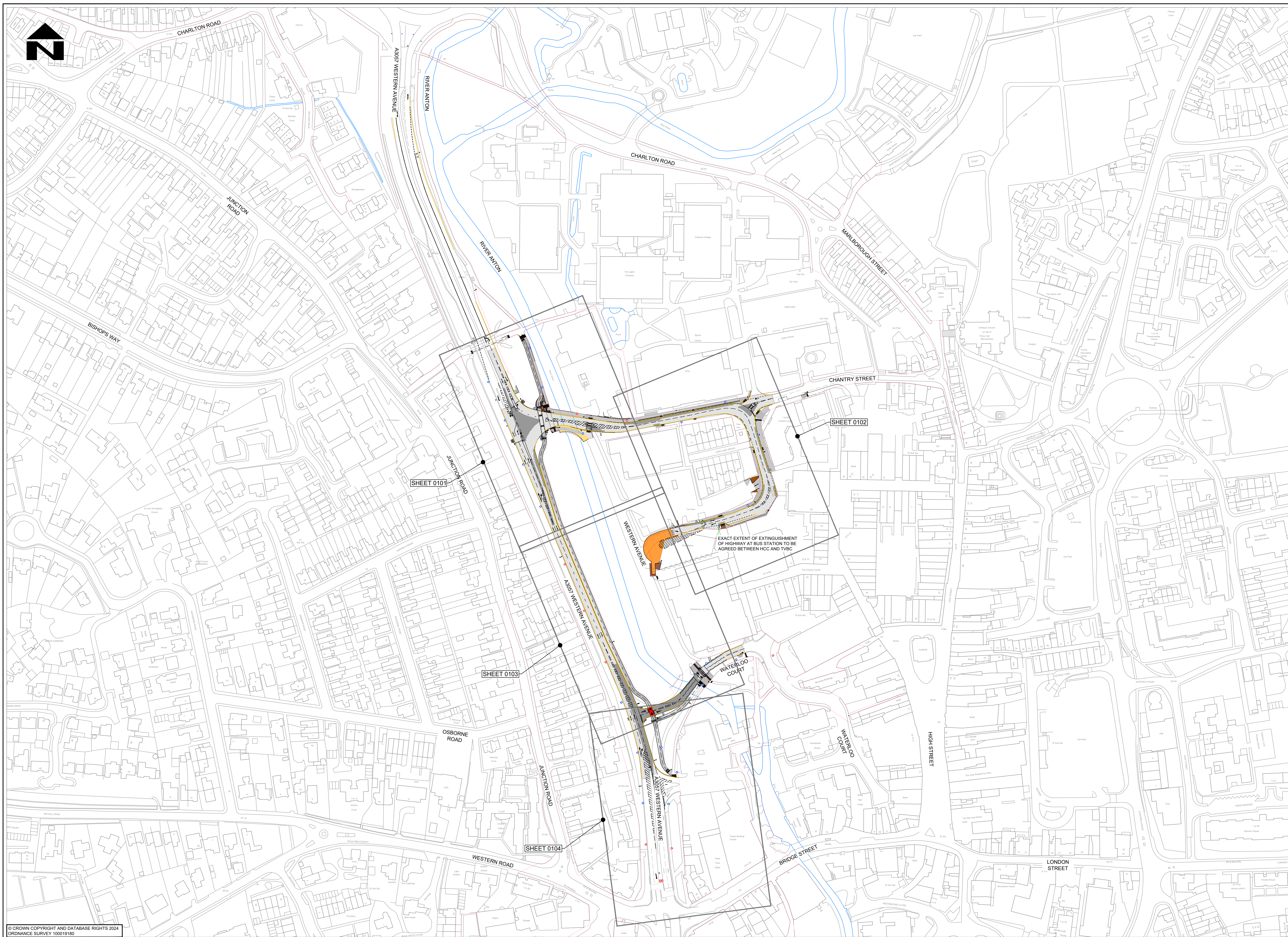
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GENERAL ARRANGEMENT OVERVIEW AND SHEET LAYOUT

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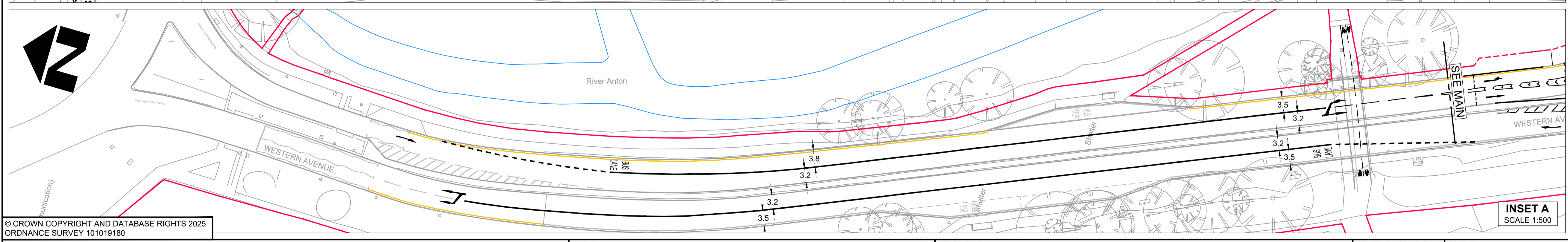
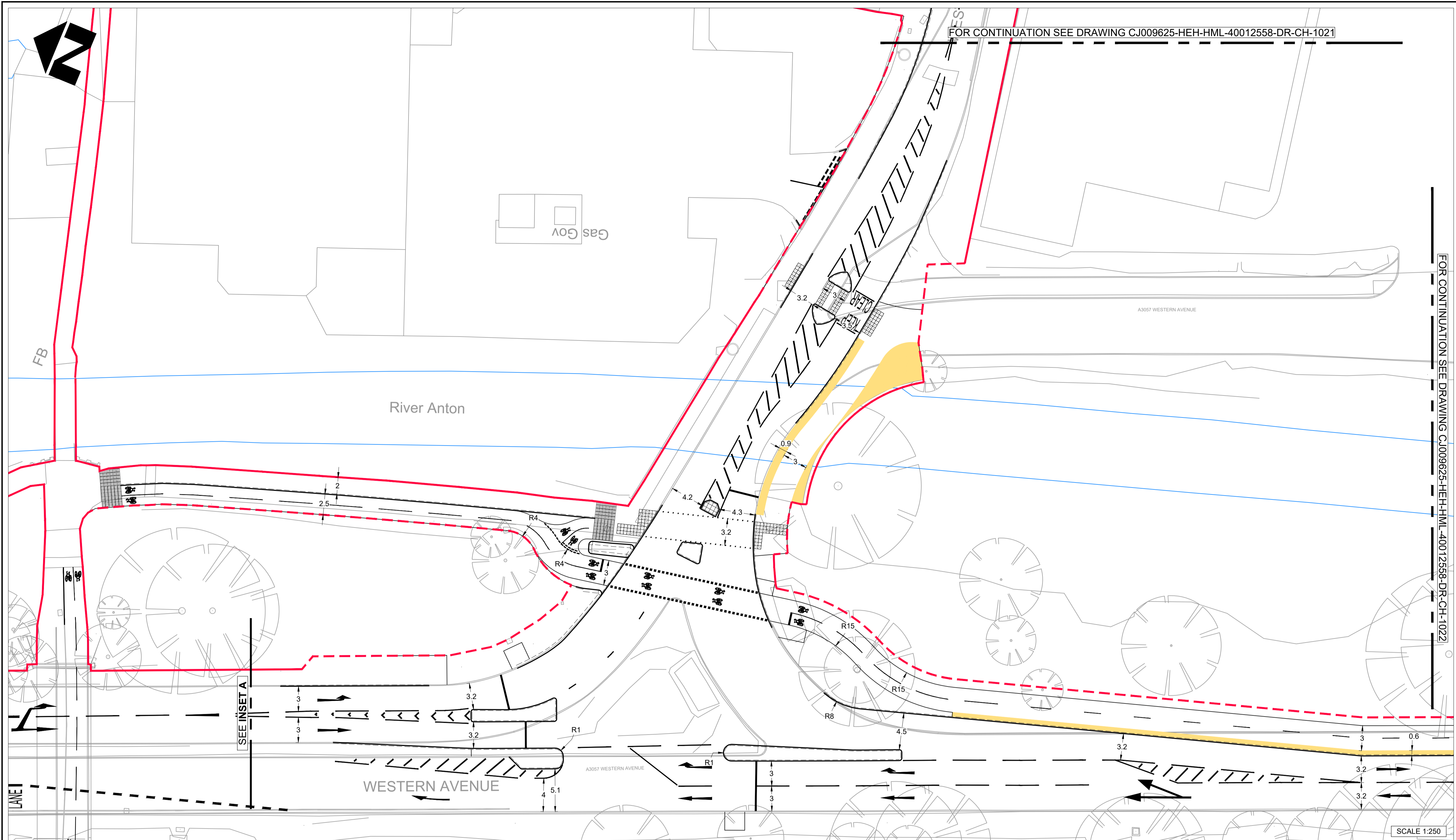
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KEY

PROPOSED BUFF COLOURED
HORIZONTAL SEPARATION MARGIN

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HORIZONTAL SCALE @ A1
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VERTICAL SCALE @ A1
N/A

SHEET NUMBER
1 OF 4

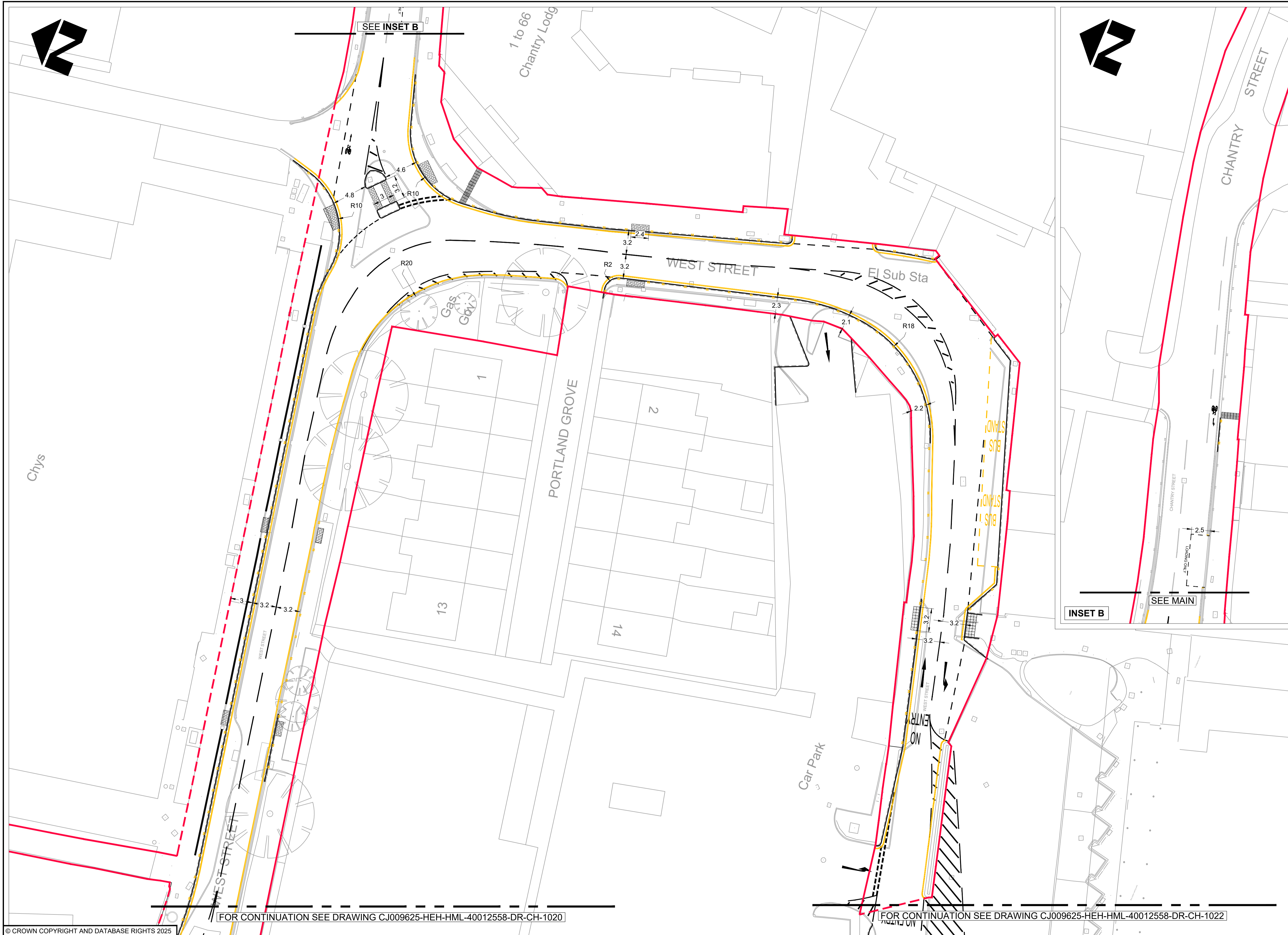
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JOB No. C_J009625_01

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PROPOSED HIGHWAY GEOMETRY

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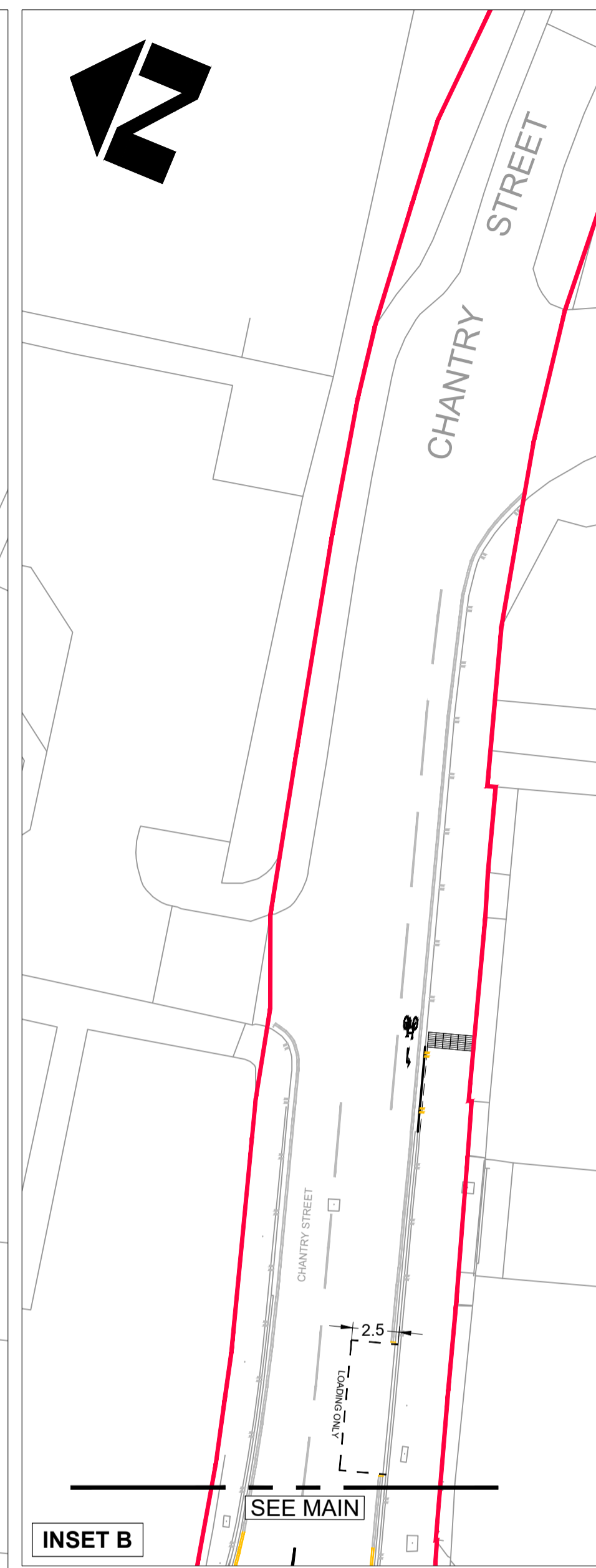


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KEY

PROPOSED BUFF COLOURED

HORIZONTAL SEPARATION MARGIN



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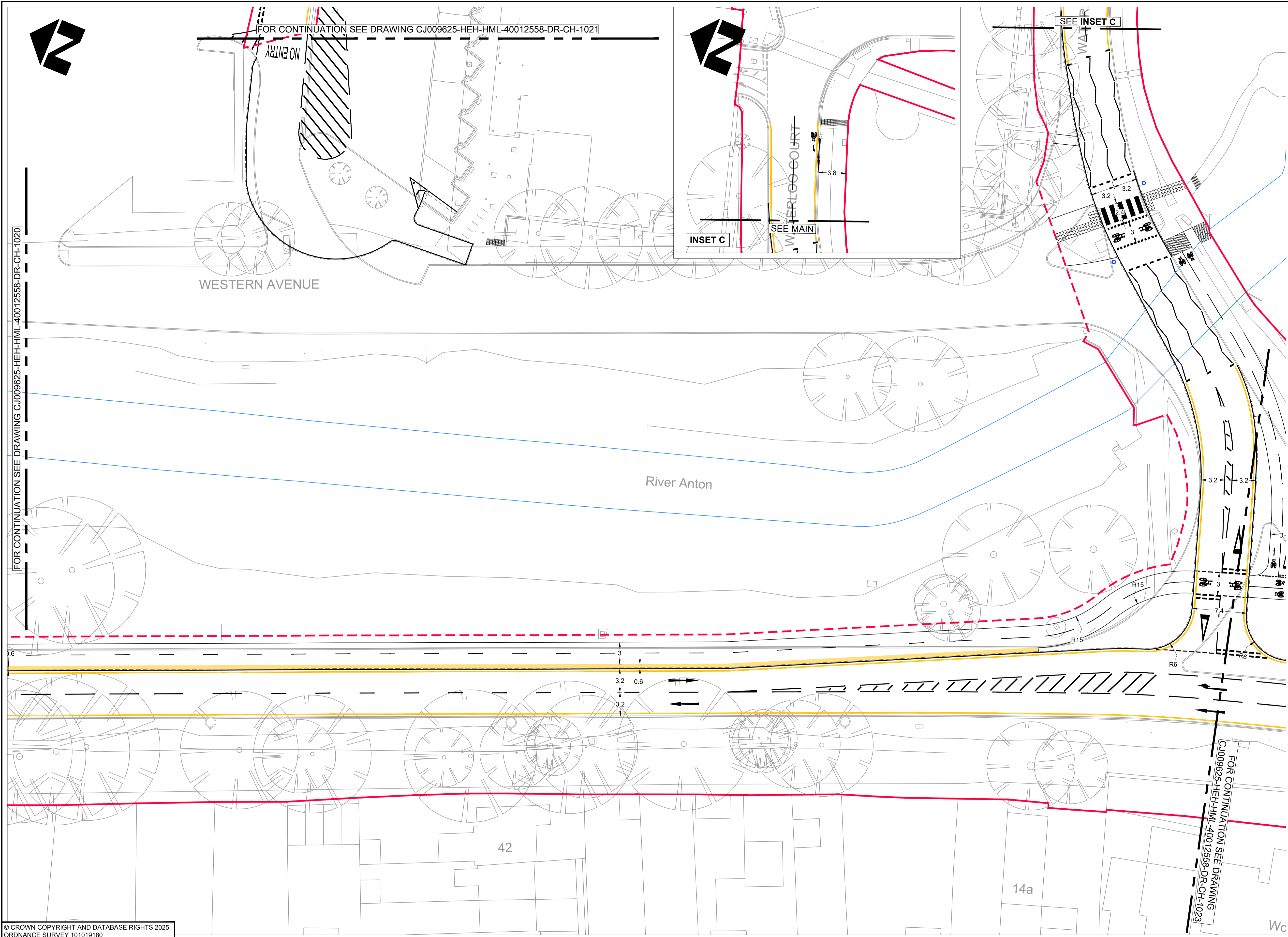
Hampshire
County Council

Engineering Services

TIM LAWTON BEng CEng FICE FCIHT : ASSISTANT DIRECTOR OF UNIVERSAL SERVICES

HORIZONTAL SCALE @ A1 1:250	SCHEME ANDOVER - WESTERN AVENUE
VERTICAL SCALE @ A1 N/A	
SHEET NUMBER 2 OF 4	
JOB No. C_J009625_01	

DRAWING TITLE PROPOSED HIGHWAY GEOMETRY	
HCC CAD PLOT: 02/4/2025 12:34:44	SUIT REV S2 P 01



- NOTES**
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 - FOR OVERVIEW AND SHEET LAYOUT REFER TO DRAWING NUMBER CJ009625-HEH-HGN-40012558-DR-CH-0010

KEY

PROPOSED BUFF COLOURED
HORIZONTAL SEPARATION MARGIN

FOR CONTINUATION SEE DRAWING C.J009625-HEH-HML-40012558-DR-CH-1020

FOR CONTINUATION SEE DRAWING C.J009625-HEH-HML-40012558-DR-CH-1021

SEE INSET C

INSET C

SEE MAIN

WESTERN AVENUE

River Anton

42

14a

FOR CONTINUATION SEE DRAWING C.J009625-HEH-HML-40012558-DR-CH-1023

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ORDNANCE SURVEY 101019180

S2	P01	FIT FOR INFORMATION	DATE	DESIGNER	CAD	CHKD	APPD
			27.03.2025	RH	RH	JS	CPD
SUIT	REV	PURPOSE OF ISSUE AND DESCRIPTION OF AMENDMENTS	DATE	DESIGNER	CAD	CHKD	APPD

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HORIZONTAL SCALE @ A1
1:250

VERTICAL SCALE @ A1
N/A

SHEET NUMBER
3 OF 4

SCHEME
ANDOVER - WESTERN AVENUE

JOB No. C.J009625.01

DRAWING TITLE
PROPOSED HIGHWAY GEOMETRY

HCC CAD PLOT: 02/4/2025 12:38:03

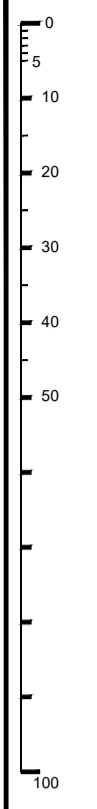
SUIT REV
S2 P 01



- NOTES**
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 - PARTS OF THIS DRAWING SHOULD BE SHOWN IN **COLOUR**. IF THIS NOTE IS NOT **RED** REPRINT A COLOURED COPY.
 - FOR OVERVIEW AND SHEET LAYOUT REFER TO DRAWING NUMBER CJ009625-HEH-HGN-40012558-DR-CH-0010

KEY

PROPOSED BUFF COLOURED HORIZONTAL SEPARATION MARGIN



FOR CONTINUATION SEE DRAWING CJ009625-HEH-HML-40012558-DR-CH-1023

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SUIT	REV	PURPOSE OF ISSUE AND DESCRIPTION OF AMENDMENTS	DATE	DESIGNER	CAD	CHKD	APPD
S2	P01	FIT FOR INFORMATION	27.03.2025	RH	RH	JS	CP

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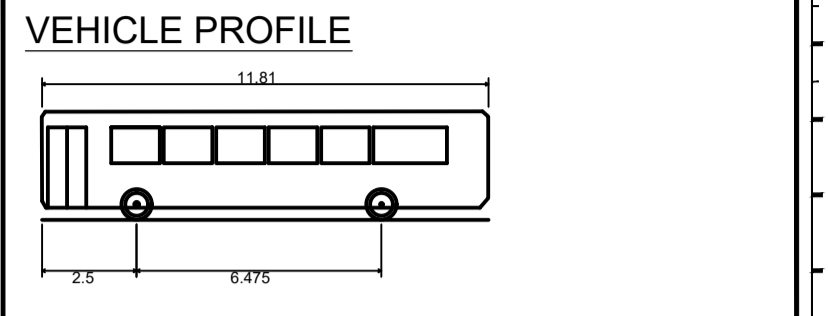
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VERTICAL SCALE @ A1	N/A		
SHEET NUMBER	4 OF 4		
JOB No. CJ009625_01		DRAWING TITLE	
CJ009625-HEH-HGN-40012558-DR-CH-1023		PROPOSED HIGHWAY GEOMETRY	

SUIT	REV
S2	P01

Appendix E Swept Path Analysis Drawings



- NOTES**
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
 - FORWARD MOVEMENTS TRACKED AT A SPEED OF 10mph IN ACCORDANCE WITH HCC TECHNICAL GUIDANCE NOTE TG2



ALEXANDER DENNIS 11.8m MMC ENVIRO 200

Overall Length	11.810m
Overall Width	2.470m
Overall Body Height	2.860m
Min Body Ground Clearance	0.316m
Track Width	2.300m
Lock to lock time	4.00s
Wall to Wall Turning Radius	11.847m

VEHICLE TRACKING KEY

- FORWARD MOVEMENTS
- REVERSE MOVEMENTS
- PARKED VEHICLES

KEY

- PROPOSED KERB
- PROPOSED CARRIAGEWAY WIDENING/ NEW CONSTRUCTION
- PROPOSED BUS STATION FORECOURT WIDENING/NEW CONSTRUCTION
- PROPOSED WHITE COLOURED ROAD MARKING
- PROPOSED YELLOW COLOURED ROAD MARKING
- EXISTING RETAINED ROAD MARKINGS
- EXISTING HIGHWAY BOUNDARY
- PROPOSED TACTILE PAVING
- PROPOSED PEDESTRIAN FENCING/ GUARDRAIL

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SUIT	REV	PURPOSE OF ISSUE AND DESCRIPTION OF AMENDMENTS	DATE	DESIGNER	CAD	CHKD	APPD
S2	P03	AMENDMENTS FOLLOWING PLANNING PRE-APPLICATION FEEDBACK	26.03.2025	JARH	RH	JS	GDC
S2	P02	CHANTRY STREET JUNCTION LAYOUT AMENDED	26.11.2024	JARH	RH	JS	GDC
S2	P01	FIT FOR INFORMATION	10.10.2024	JA	JA	JS	GC

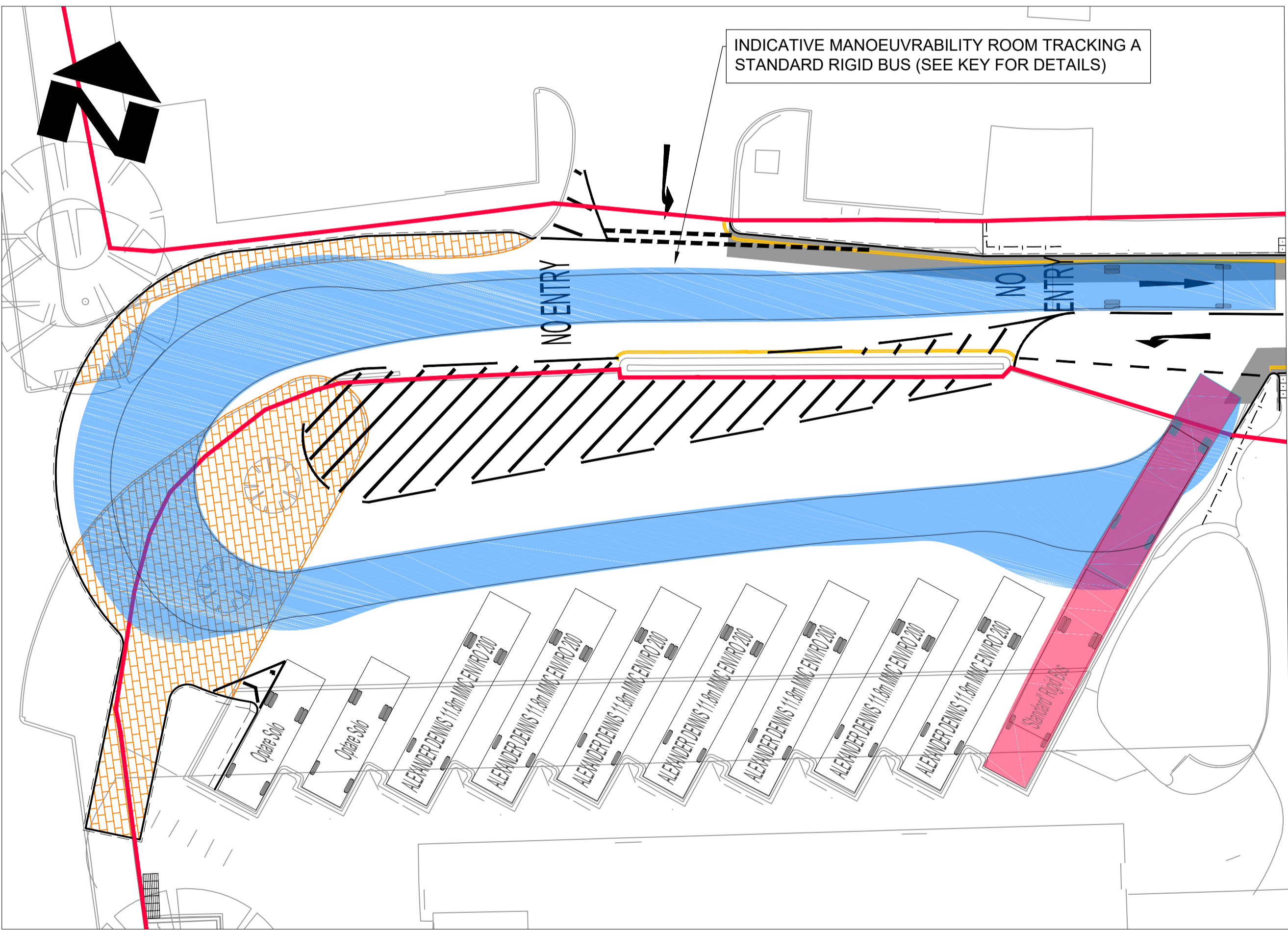
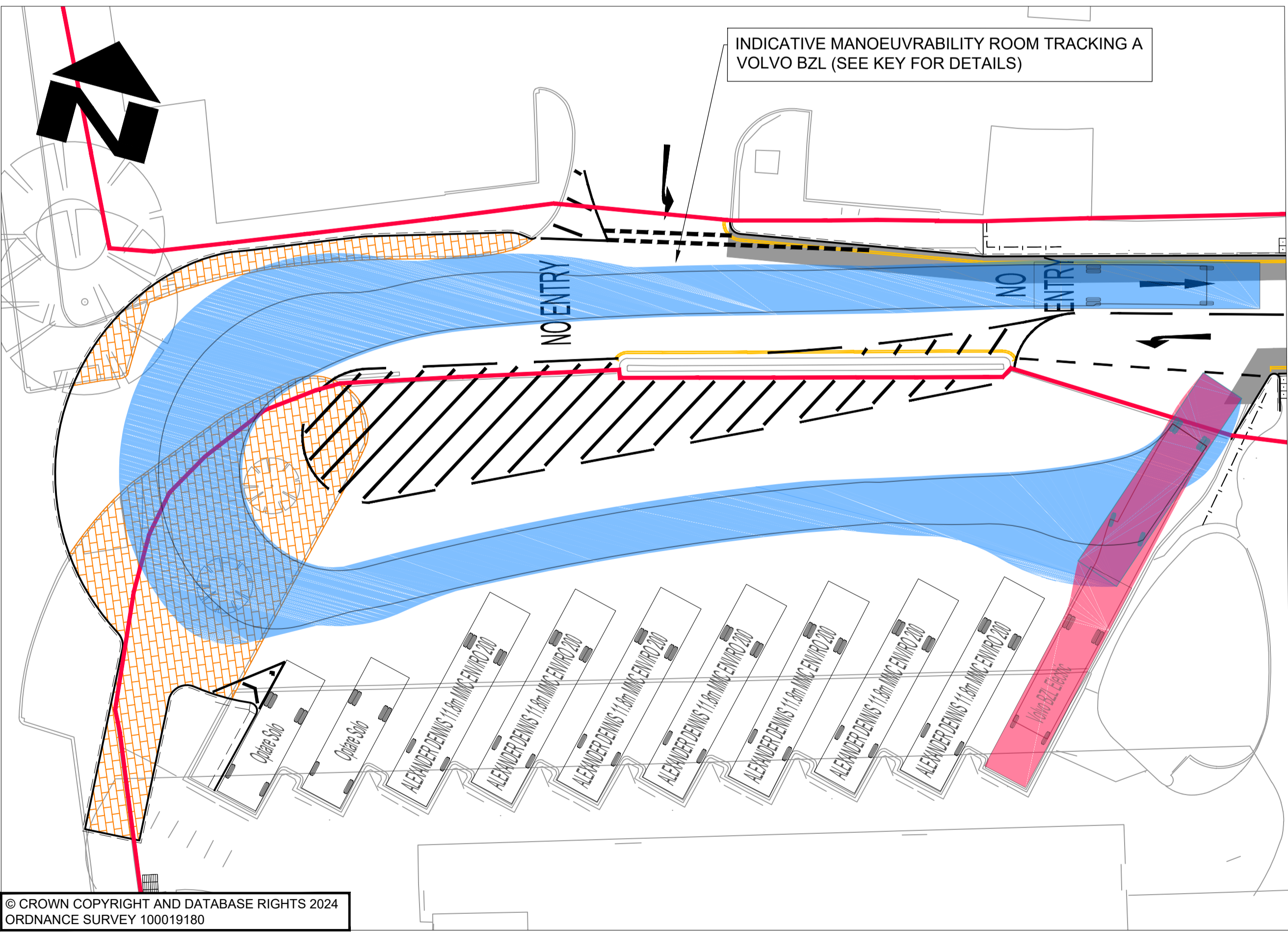
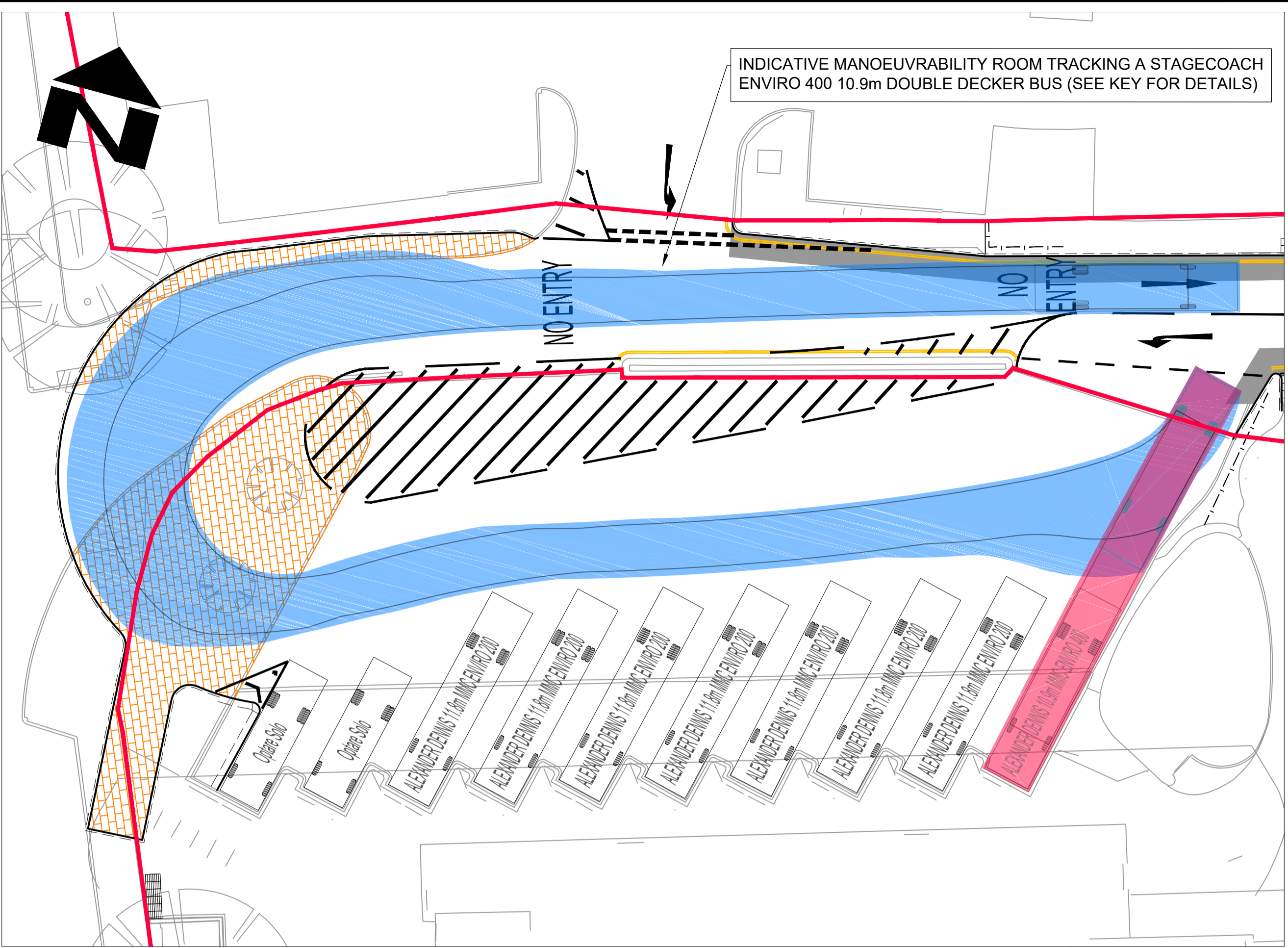
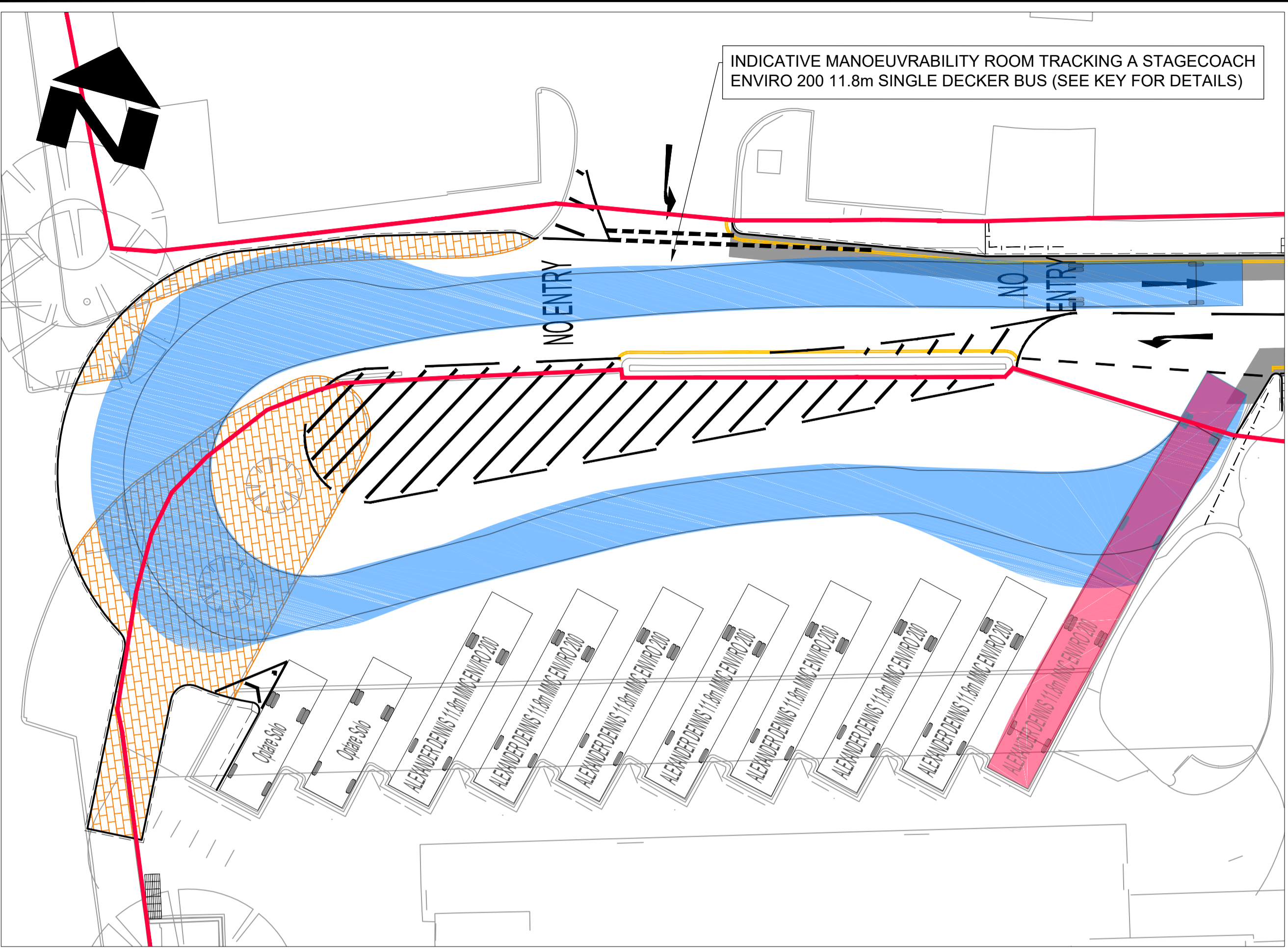
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HORIZONTAL SCALE @ A1 1:250	SCHEME ANDOVER - WESTERN AVENUE
VERTICAL SCALE @ A1 N/A	DRAWING TITLE WEST STREET (BUS) SWEPT PATH ANALYSIS
SHEET NUMBER 1 OF 1	JOB No. C.J009625.01

HCC CAD FILE: 26/3/2025 15:47:20	
SUIT S2	REV P03



NOTES

- DO NOT SCALE FROM THIS DRAWING
- ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
- FORWARD AND REVERSE BUS STATION MANOEUVRES TRACKED AT A SPEED OF 5mph
- REAL WORLD TRACKING FOR BUS STATION AND WEST STREET CARRIED OUT AT THURXTON RACE CIRCUIT IN COLLABORATION WITH STAGECOACH

VEHICLE PROFILES

ALEXANDER DENNIS 11.8m MMC ENVIRO 200
 Overall Length 11.810m
 Overall Width 2.470m
 Overall Body Height 2.866m
 Min Body Ground Clearance 0.316m
 Track Width 2.300m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 11.847m

ALEXANDER DENNIS 10.9m MMC ENVIRO 400
 Overall Length 10.905m
 Overall Width 2.550m
 Overall Body Height 4.218m
 Min Body Ground Clearance 0.229m
 Track Width 2.363m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 10.609m

Volvo BZL Electric
 Overall Length 12.175m
 Overall Width 2.500m
 Overall Body Height 2.874m
 Max Track Width 0.325m
 Min Body Ground Clearance 2.205m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 11.014m

'Standard' Rigid Bus
 Overall Length 12.000m
 Overall Width 2.550m
 Overall Body Height 3.069m
 Min Body Ground Clearance 0.309m
 Track Width 2.350m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 10.771m

VEHICLE TRACKING KEY

- FORWARD MOVEMENTS
- REVERSE MOVEMENTS
- PARKED VEHICLES

KEY

- PROPOSED KERB
- PROPOSED CARRIAGEWAY WIDENING/ NEW CONSTRUCTION
- PROPOSED BUS STATION FORECOURT WIDENING/NEW CONSTRUCTION
- PROPOSED WHITE COLOURED ROAD MARKING
- PROPOSED YELLOW COLOURED ROAD MARKING
- EXISTING RETAINED ROAD MARKINGS
- EXISTING HIGHWAY BOUNDARY
- PROPOSED TACTILE PAVING
- PROPOSED PEDESTRIAN FENCING/ GUARDRAIL

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SUIT	REV	PURPOSE OF ISSUE AND DESCRIPTION OF AMENDMENTS	DATE	DESIGNER	CAD	CHKD	APPD
S2	P02	AMENDMENTS FOLLOWING PLANNING PRE-APPLICATION FEEDBACK	02.04.2025	JA/RH	RH	JS	GC
S2	P01	FIT FOR INFORMATION	10.10.2024	JA	JA	JS	GC

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HORIZONTAL SCALE @ A1
 1:200
 VERTICAL SCALE @ A1
 N/A
 SHEET NUMBER
 1 OF 1

SCHEME
ANDOVER - WESTERN AVENUE

JOB No. C.J009625.01

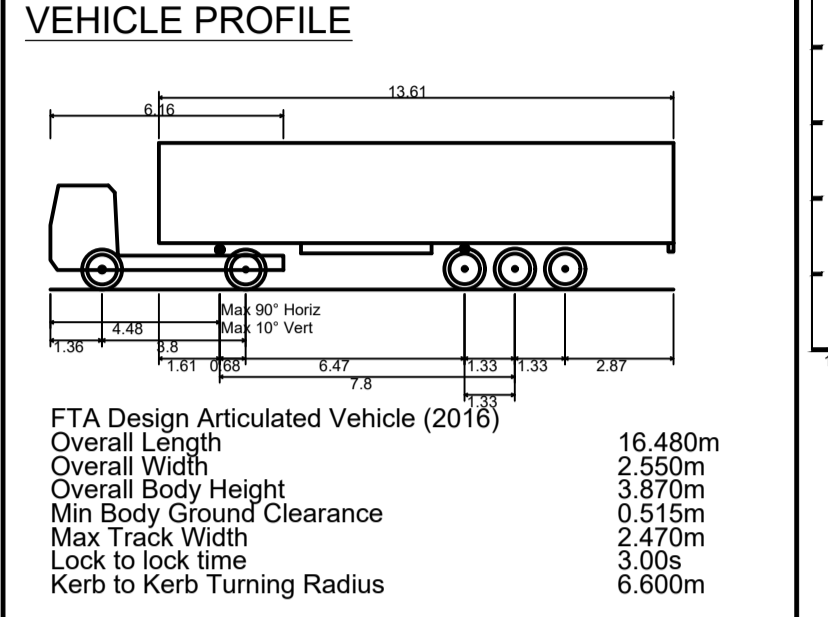
DRAWING TITLE
BUS STATION TURN MANOEUVRE SWEEP PATH ANALYSIS

HCC CAD PLOT: 02/04/2025 15:17:06

SUIT REV
S2 P02



- NOTES**
- DO NOT SCALE FROM THIS DRAWING
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 - FORWARD MOVEMENTS TRACKED AT A SPEED OF 10mph IN ACCORDANCE WITH HCC TECHNICAL GUIDANCE NOTE TG2
 - ACCOMMODATION WORKS WITHIN LIDL CAR PARK, INCLUDING RECONFIGURATION OF ACCESSES AND RELOCATION OF PARKING SPACES BEING DESIGNED IN COLLABORATION WITH LIDL REPRESENTATIVES



- VEHICLE TRACKING KEY**
- FORWARD MOVEMENTS
 - REVERSE MOVEMENTS
 - PARKED VEHICLES

- KEY**
- PROPOSED KERB
 - PROPOSED CARRIAGEWAY WIDENING/ NEW CONSTRUCTION
 - PROPOSED BUS STATION FORECOURT WIDENING/NEW CONSTRUCTION
 - PROPOSED WHITE COLOURED ROAD MARKING
 - PROPOSED YELLOW COLOURED ROAD MARKING
 - EXISTING RETAINED ROAD MARKINGS
 - EXISTING HIGHWAY BOUNDARY
 - PROPOSED TACTILE PAVING
 - PROPOSED PEDESTRIAN FENCING/ GUARDRAIL

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SUIT	REV	PURPOSE OF ISSUE AND DESCRIPTION OF AMENDMENTS	DATE	DESIGNER	CAD	CHKD	APPD
S2	P03	AMENDMENTS FOLLOWING PLANNING PRE-APPLICATION FEEDBACK	02.04.2025	JAR/H	RH	JS	GDC
S2	P02	CHANTRY STREET JUNCTION LAYOUT AMENDED	26.11.2024	JAR/H	RH	JS	GDC
S2	P01	FIT FOR INFORMATION	10.10.2024	JA	JA	JS	GC

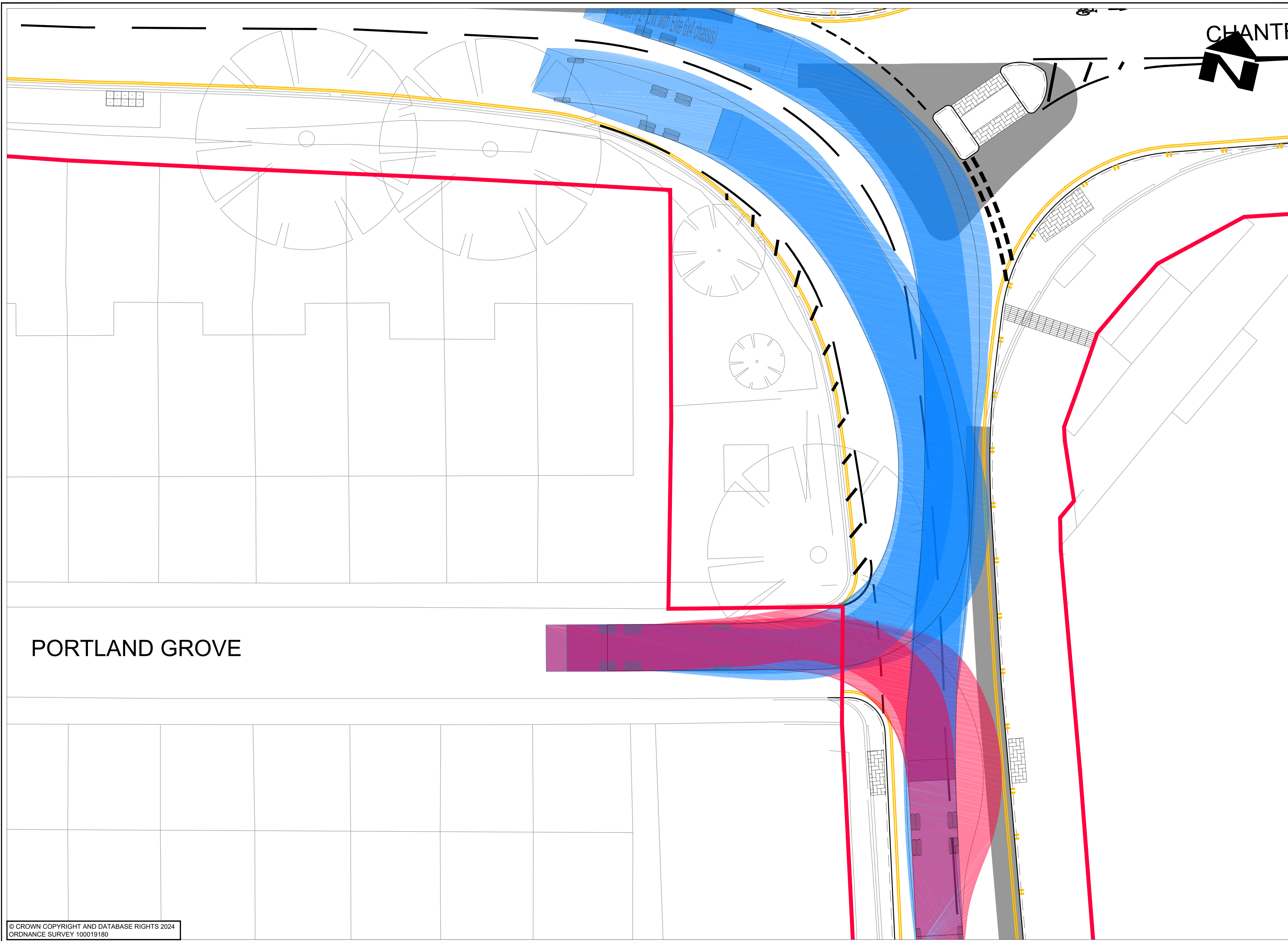
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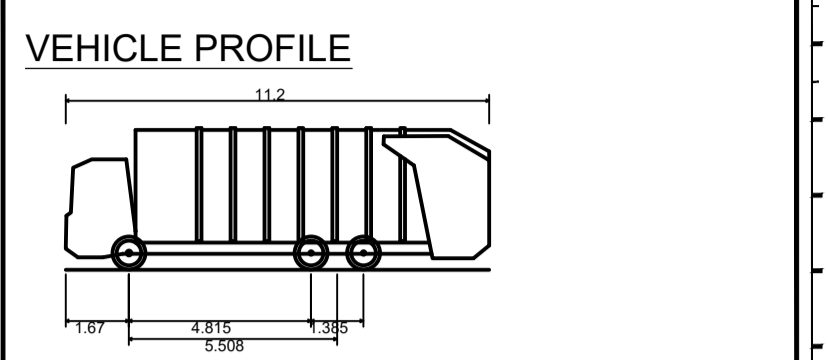
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 Engineering Services
 TIM LAWTON BEng CEng FICE FCIHT - ASSISTANT DIRECTOR OF UNIVERSAL SERVICES

HORIZONTAL SCALE @ A1
 1:250
 VERTICAL SCALE @ A1
 N/A
 SHEET NUMBER
 1 OF 1
 SCHEME
 ANDOVER - WESTERN AVENUE
 JOB No. C.J009625.01

DRAWING TITLE
 WEST STREET (HGV)
 LIDL SWEEP PATH ANALYSIS
 HCC CAD PLOT: 02/04/2025 15:45:19
 STATUS OF DRAWING AT SUITABILITY: RED BACKGROUND = WORK IN PROGRESS, AMBER BACKGROUND = SHARED NON-CONTRACTUAL, GREEN BACKGROUND = EARLY PUBLISH & PUBLISHED CONTRACTUAL
 SUIT REV
 S2 P03



- NOTES**
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 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
 - FORWARD MOVEMENTS TRACKED AT A SPEED OF 10mph IN ACCORDANCE WITH HCC TECHNICAL GUIDANCE NOTE TG2. REVERSE MOVEMENTS TRACKED AT 5mph



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
 Overall Length 11.200m
 Overall Width 2.530m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m

- VEHICLE TRACKING KEY**
- FORWARD MOVEMENTS
 - REVERSE MOVEMENTS
 - PARKED VEHICLES

- KEY**
- PROPOSED KERB
 - PROPOSED CARRIAGEWAY WIDENING/ NEW CONSTRUCTION
 - PROPOSED BUS STATION FORECOURT WIDENING/NEW CONSTRUCTION
 - PROPOSED WHITE COLOURED ROAD MARKING
 - PROPOSED YELLOW COLOURED ROAD MARKING
 - EXISTING RETAINED ROAD MARKINGS
 - EXISTING HIGHWAY BOUNDARY
 - PROPOSED TACTILE PAVING
 - PROPOSED PEDESTRIAN FENCING/ GUARDRAIL

PORTLAND GROVE

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SUIT	REV	PURPOSE OF ISSUE AND DESCRIPTION OF AMENDMENTS	DATE	DESIGNER	CAD	CHKD	APPD
S2	P03	AMENDMENTS FOLLOWING PLANNING PRE-APPLICATION FEEDBACK	26.03.2025	JARH	RH	JS	GDC
S2	P02	CHANTRY STREET JUNCTION LAYOUT AMENDED	26.11.2024	JARH	RH	JS	GDC
S2	P01	FIT FOR INFORMATION	09.10.2024	JA	JA	JS	GC

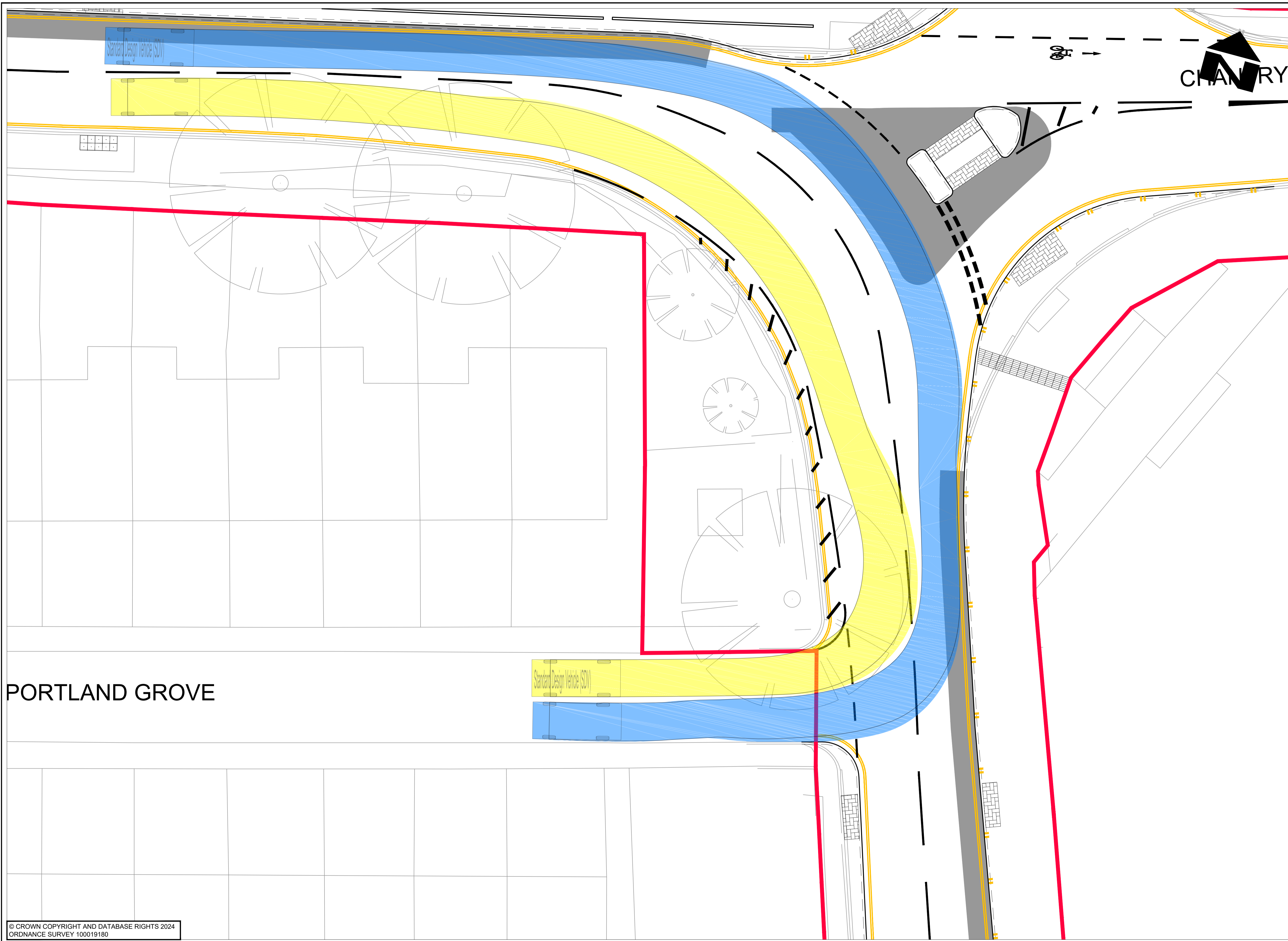
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HORIZONTAL SCALE @ A1
 1:100
 VERTICAL SCALE @ A1
 N/A
 SHEET NUMBER
 1 OF 1
 SCHEME
 ANDOVER - WESTERN AVENUE
 JOB No. C.J009625.01

DRAWING TITLE
PORTLAND GROVE REFUSE
 VEHICLE ACCESS
 SWEEP PATH ANALYSIS
 HCC CAD PLOT: 26/3/2025 16:08:47
 SUIT REV
 S2 | P03



NOTES

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- FORWARD MOVEMENTS TRACKED AT A SPEED OF 10mph IN ACCORDANCE WITH HCC TECHNICAL GUIDANCE NOTE TG2

VEHICLE PROFILE

Standard Design Vehicle (SDV)

Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

VEHICLE TRACKING KEY

- FORWARD MOVEMENTS
- REVERSE MOVEMENTS
- PARKED VEHICLES

KEY

- PROPOSED KERB
- PROPOSED CARRIAGEWAY WIDENING/ NEW CONSTRUCTION
- PROPOSED BUS STATION FORECOURT WIDENING/NEW CONSTRUCTION
- PROPOSED WHITE COLOURED ROAD MARKING
- PROPOSED YELLOW COLOURED ROAD MARKING
- EXISTING RETAINED ROAD MARKINGS
- EXISTING HIGHWAY BOUNDARY
- PROPOSED TACTILE PAVING
- PROPOSED PEDESTRIAN FENCING/ GUARDRAIL

PORTLAND GROVE

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SUIT	REV	PURPOSE OF ISSUE AND DESCRIPTION OF AMENDMENTS	DATE	DESIGNER	CAD	CHKD	APPD
S2	P03	AMENDMENTS FOLLOWING PLANNING PRE-APPLICATION FEEDBACK	02.04.2025	JARH	RH	JS	GDC
S2	P02	CHANTRY STREET JUNCTION LAYOUT AMENDED	26.11.2024	JARH	RH	JS	GDC
S2	P01	FIT FOR INFORMATION	09.10.2024	JA	JA	JS	GC

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TIM LAWTON BEng CEng FICE FCIHT - ASSISTANT DIRECTOR OF UNIVERSAL SERVICES

HORIZONTAL SCALE @ A1
1:100

VERTICAL SCALE @ A1
N/A

SHEET NUMBER
1 OF 1

SCHEME
ANDOVER - WESTERN AVENUE

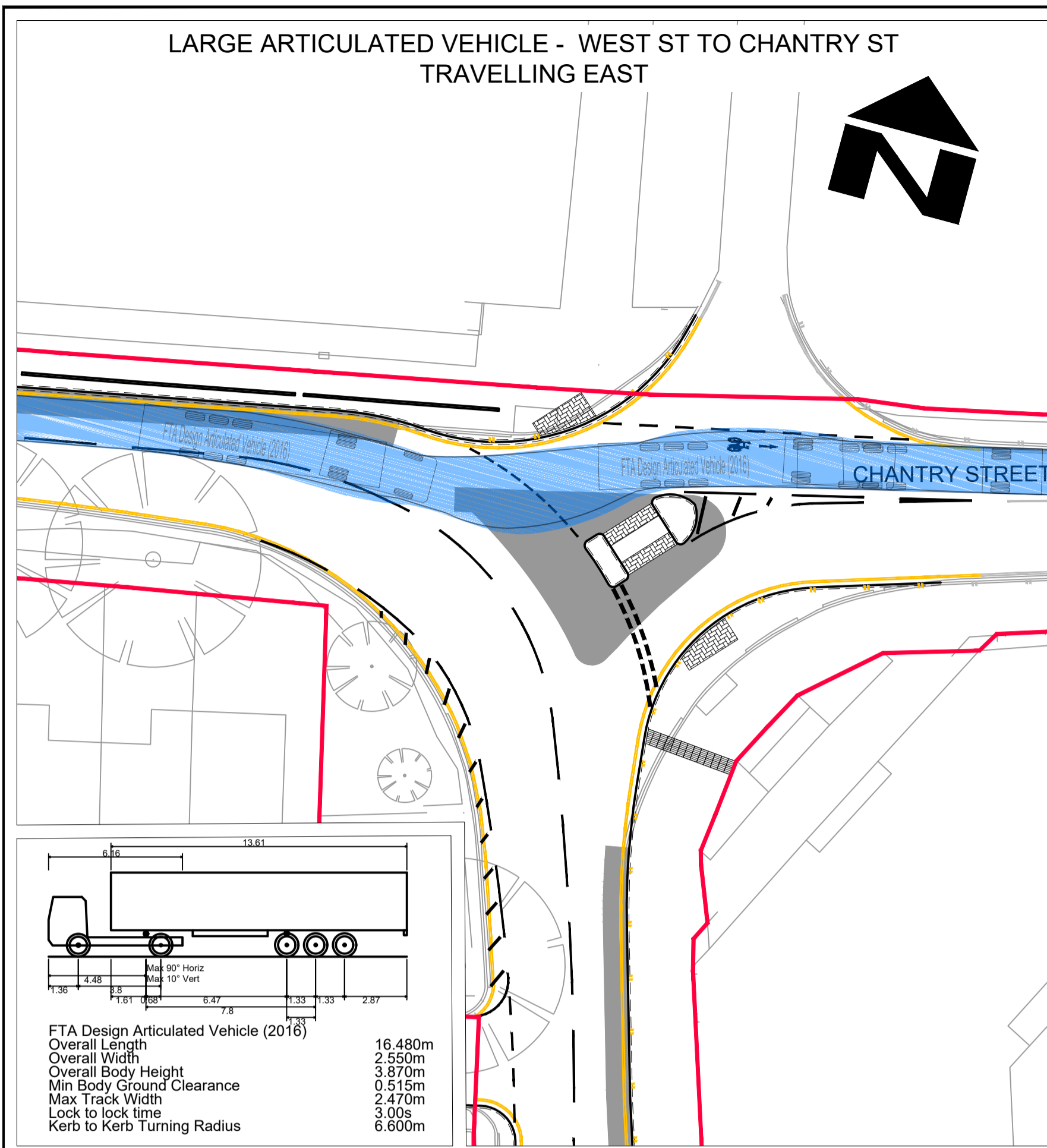
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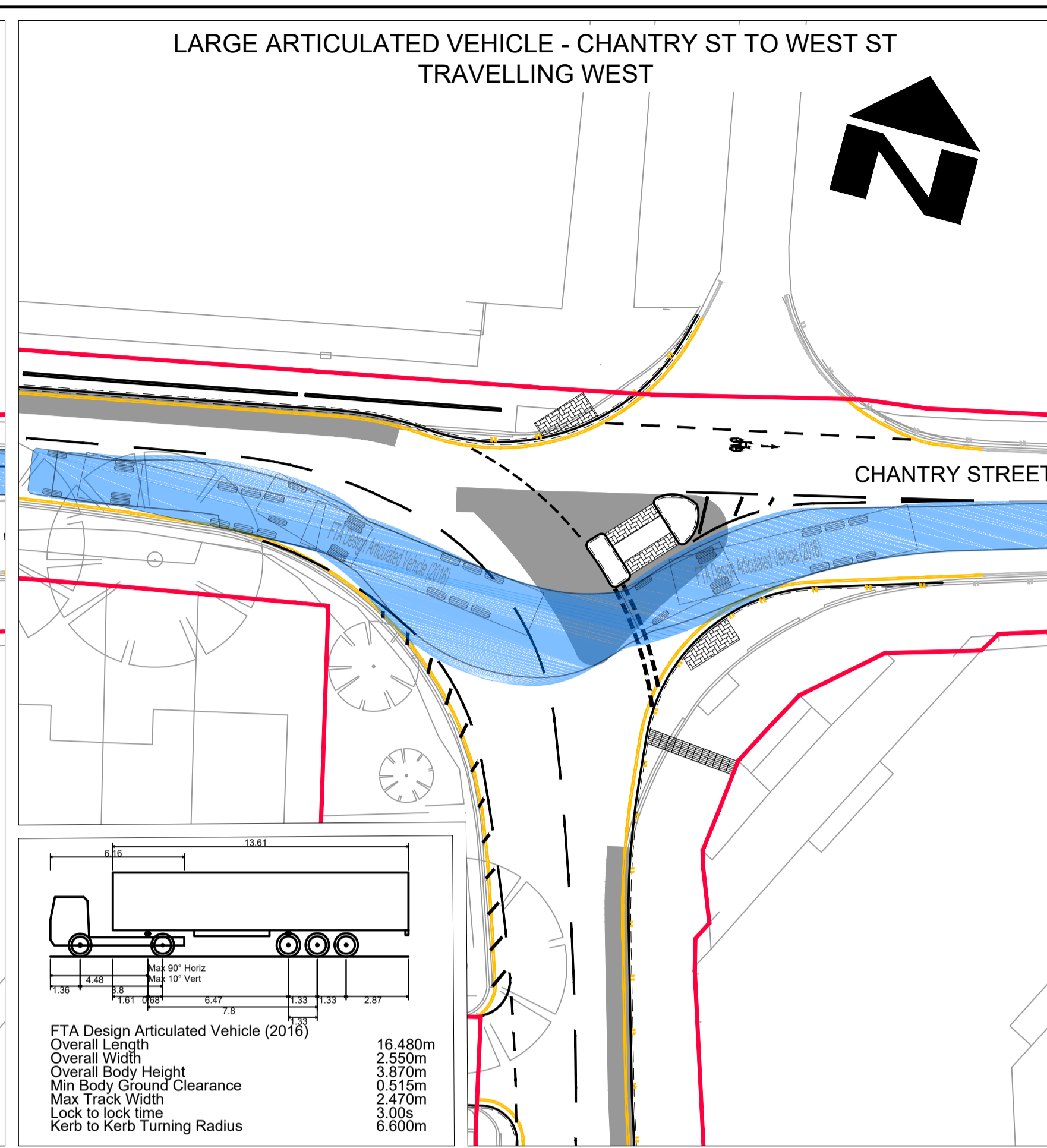
PORTLAND GROVE
VEHICLE ACCESS
SWEEP PATH ANALYSIS

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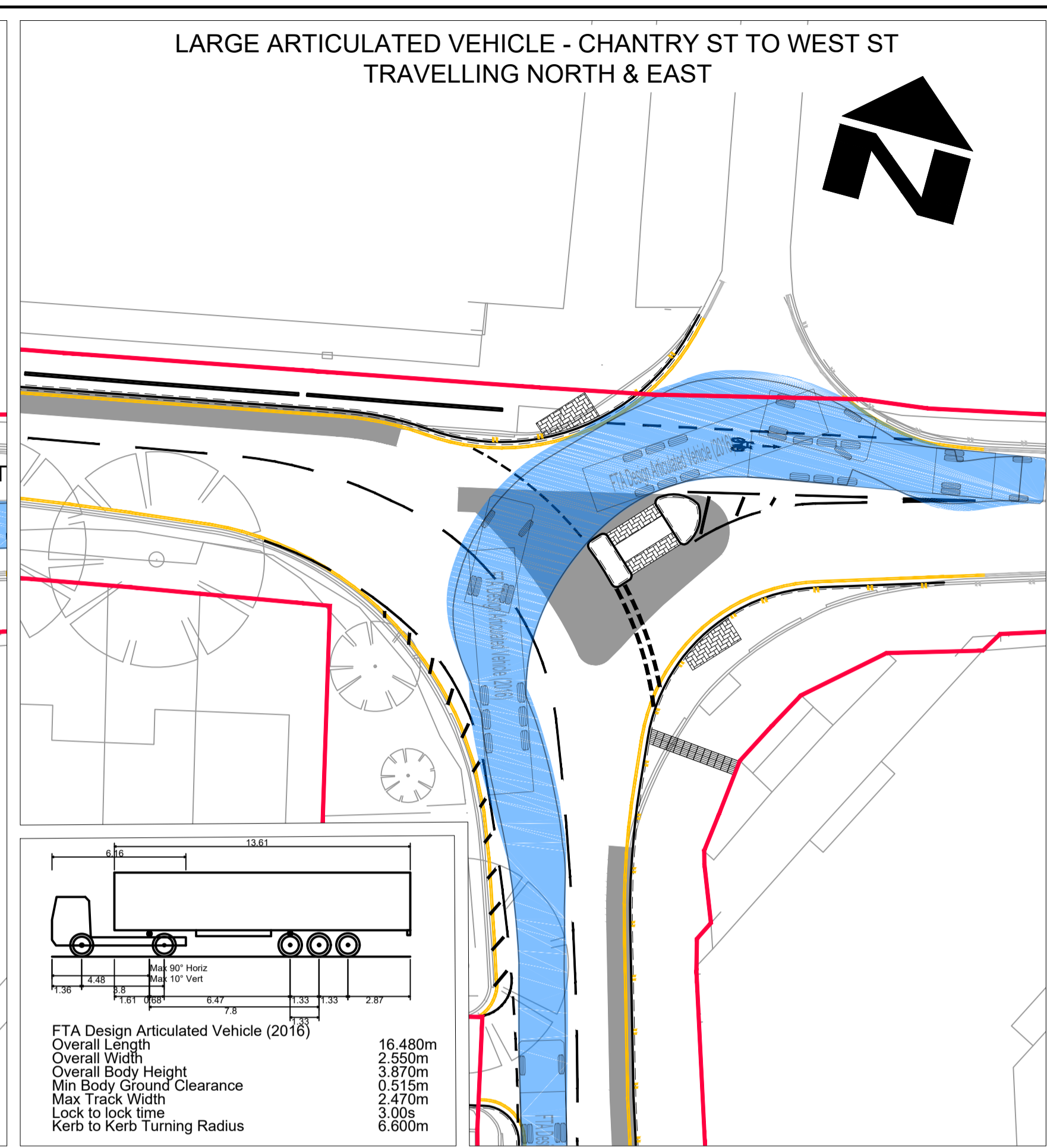
SUIT REV
S2 | P03



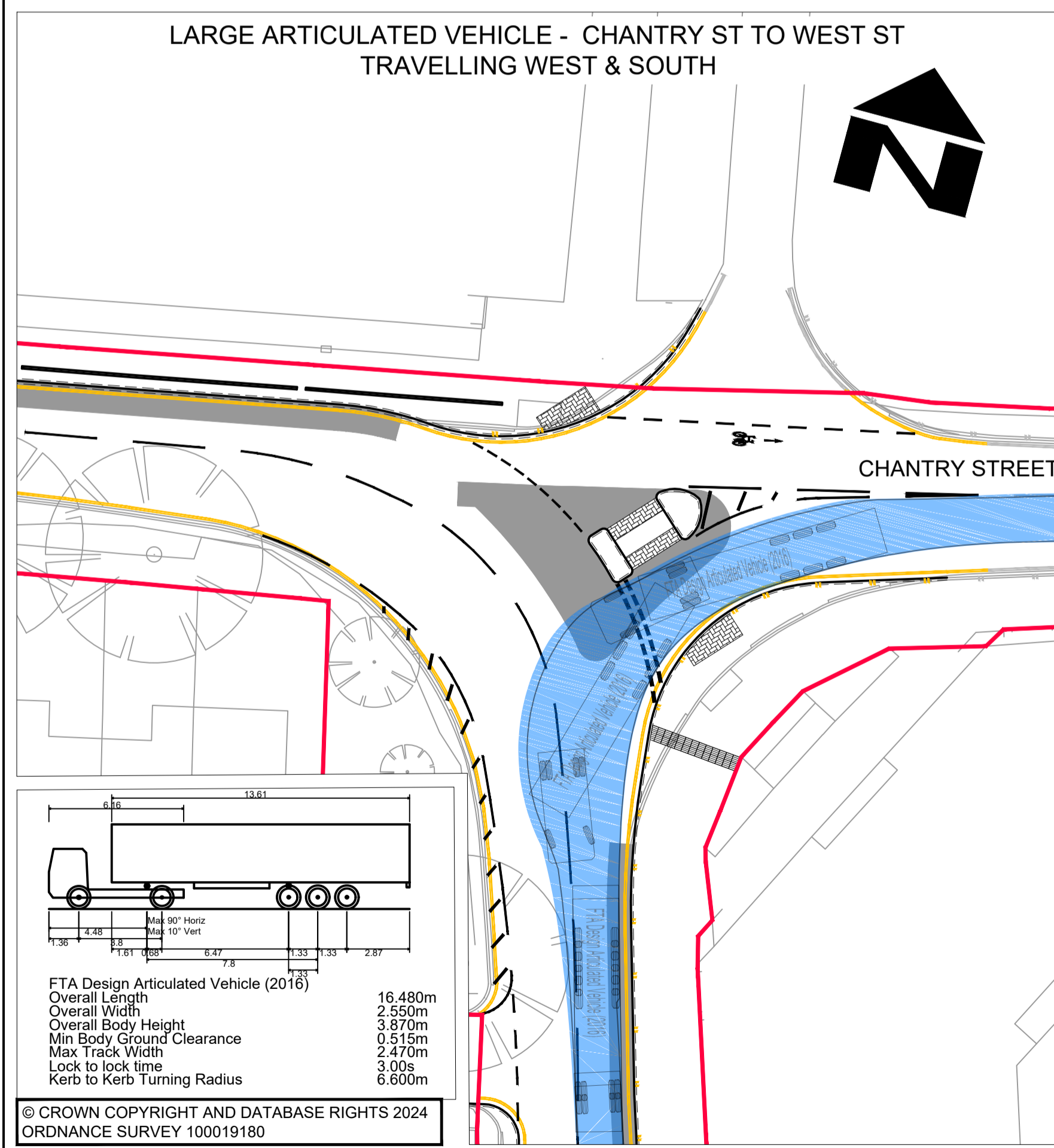
FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m



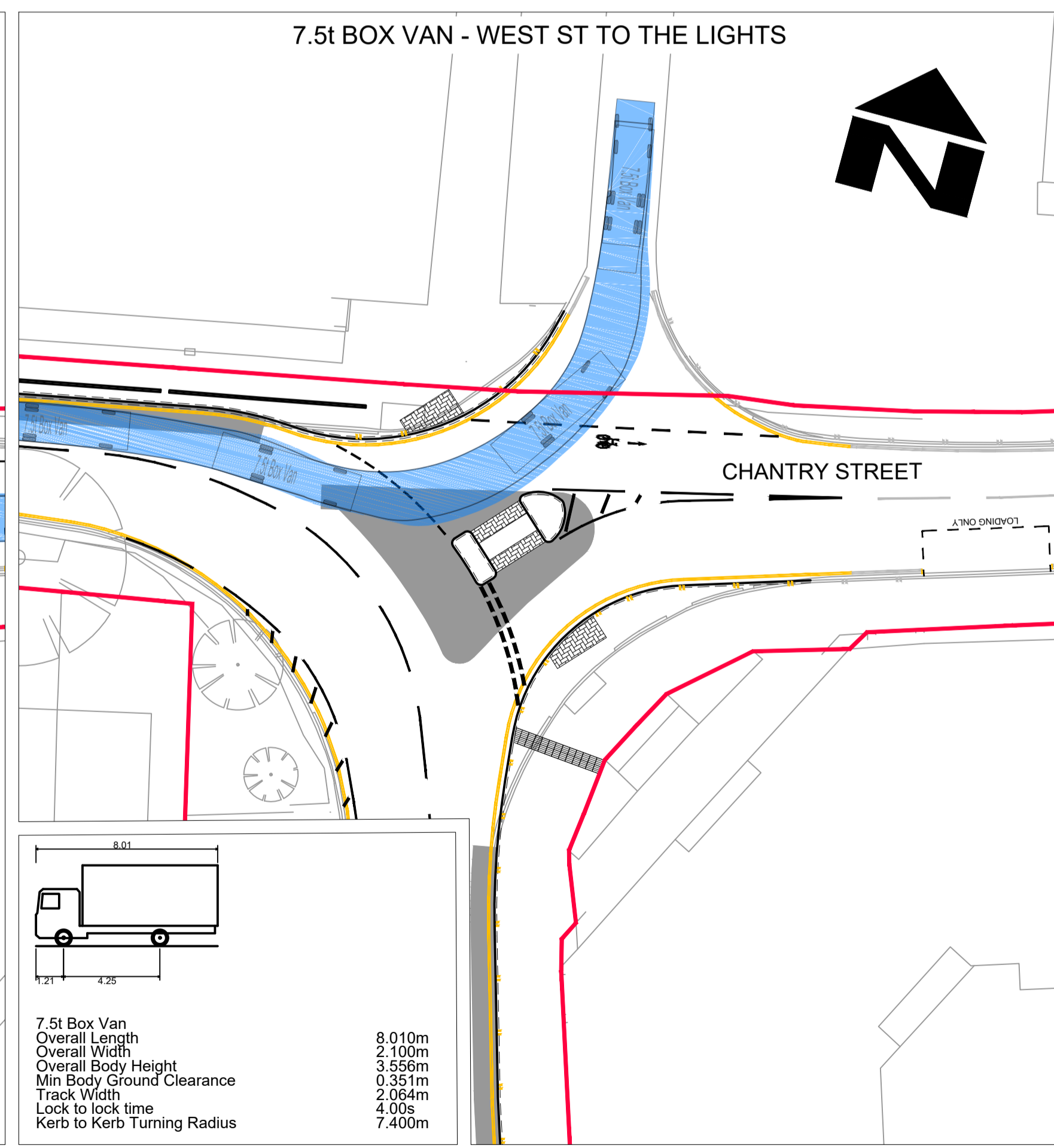
FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m



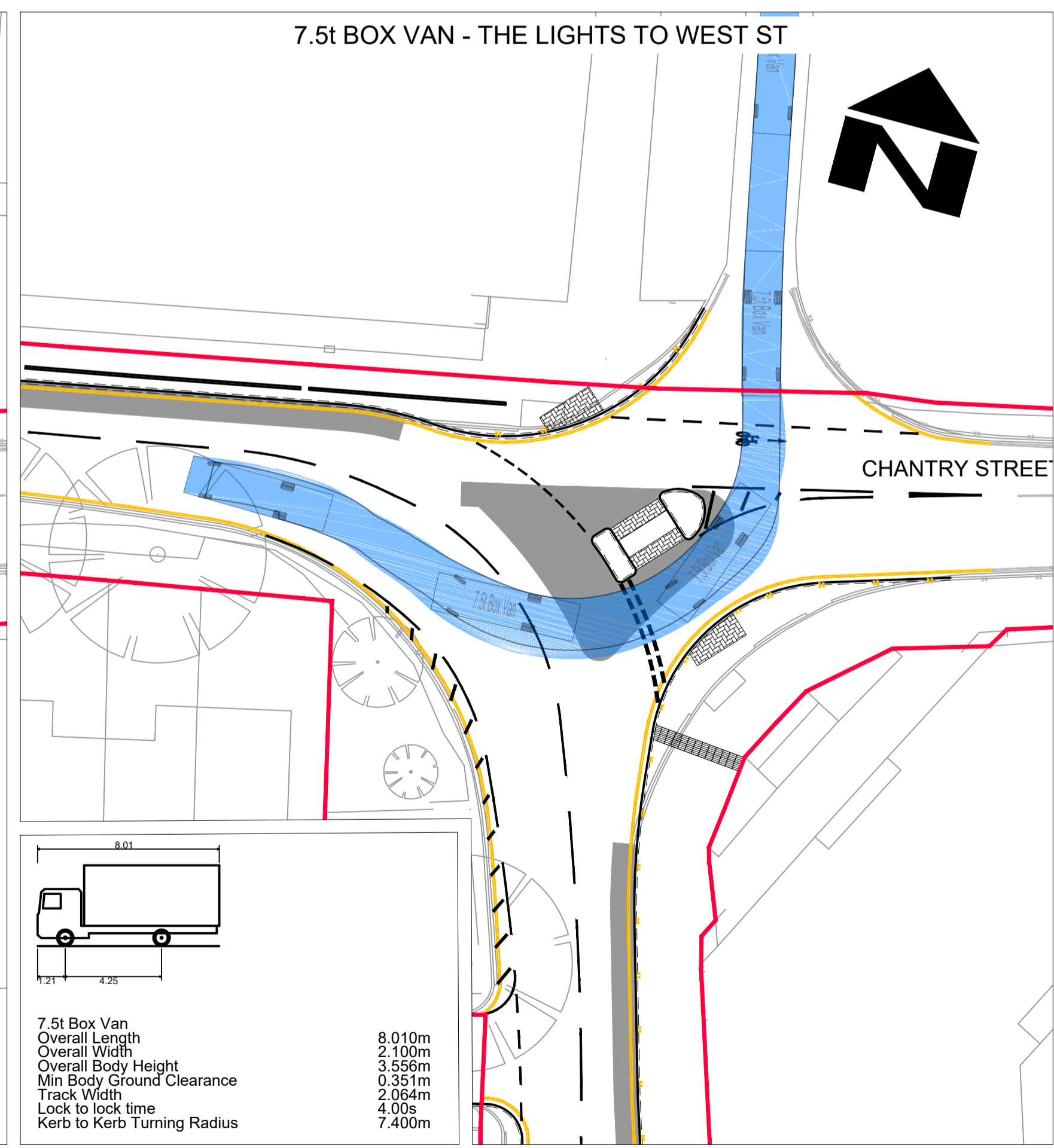
FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m



FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.550m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.550m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

- #### NOTES
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
 - FORWARD MOVEMENTS TRACKED AT A SPEED OF 10mph IN ACCORDANCE WITH HCC TECHNICAL GUIDANCE NOTE TG2
- #### VEHICLE TRACKING KEY
- FORWARD MOVEMENTS
 - REVERSE MOVEMENTS
 - PARKED VEHICLES
- #### KEY
- PROPOSED KERB
 - PROPOSED CARRIAGEWAY WIDENING/NEW CONSTRUCTION
 - PROPOSED BUS STATION FORECOURT WIDENING/NEW CONSTRUCTION
 - PROPOSED WHITE COLOURED ROAD MARKING
 - PROPOSED YELLOW COLOURED ROAD MARKING
 - EXISTING RETAINED ROAD MARKINGS
 - EXISTING HIGHWAY BOUNDARY
 - PROPOSED TACTILE PAVING
 - PROPOSED PEDESTRIAN FENCING/GUARDRAIL

SUIT	REV	PURPOSE OF ISSUE AND DESCRIPTION OF AMENDMENTS	DATE	DESIGNER	CAD	CHKD	APPD
S2	P03	AMENDMENTS FOLLOWING PLANNING PRE-APPLICATION FEEDBACK	26.03.2025	JARH	RH	JS	GDC
S2	P02	CHANTRY STREET JUNCTION LAYOUT AMENDED, SWEEP PATHS AMENDED AS REQUIRED	26.11.2024	JARH	RH	JS	GDC
S2	P01	FIT FOR INFORMATION	09.10.2024	JA	JA	JS	GC

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CONSULTANT
**Hampshire
County Council
Engineering Services**

TIM LAWTON BEng CEng FICE FCHT - ASSISTANT DIRECTOR OF UNIVERSAL SERVICES

HORIZONTAL SCALE @ A1
1:250

VERTICAL SCALE @ A1
N/A

SHEET NUMBER
1 OF 1

SCHEME
ANDOVER - WESTERN AVENUE

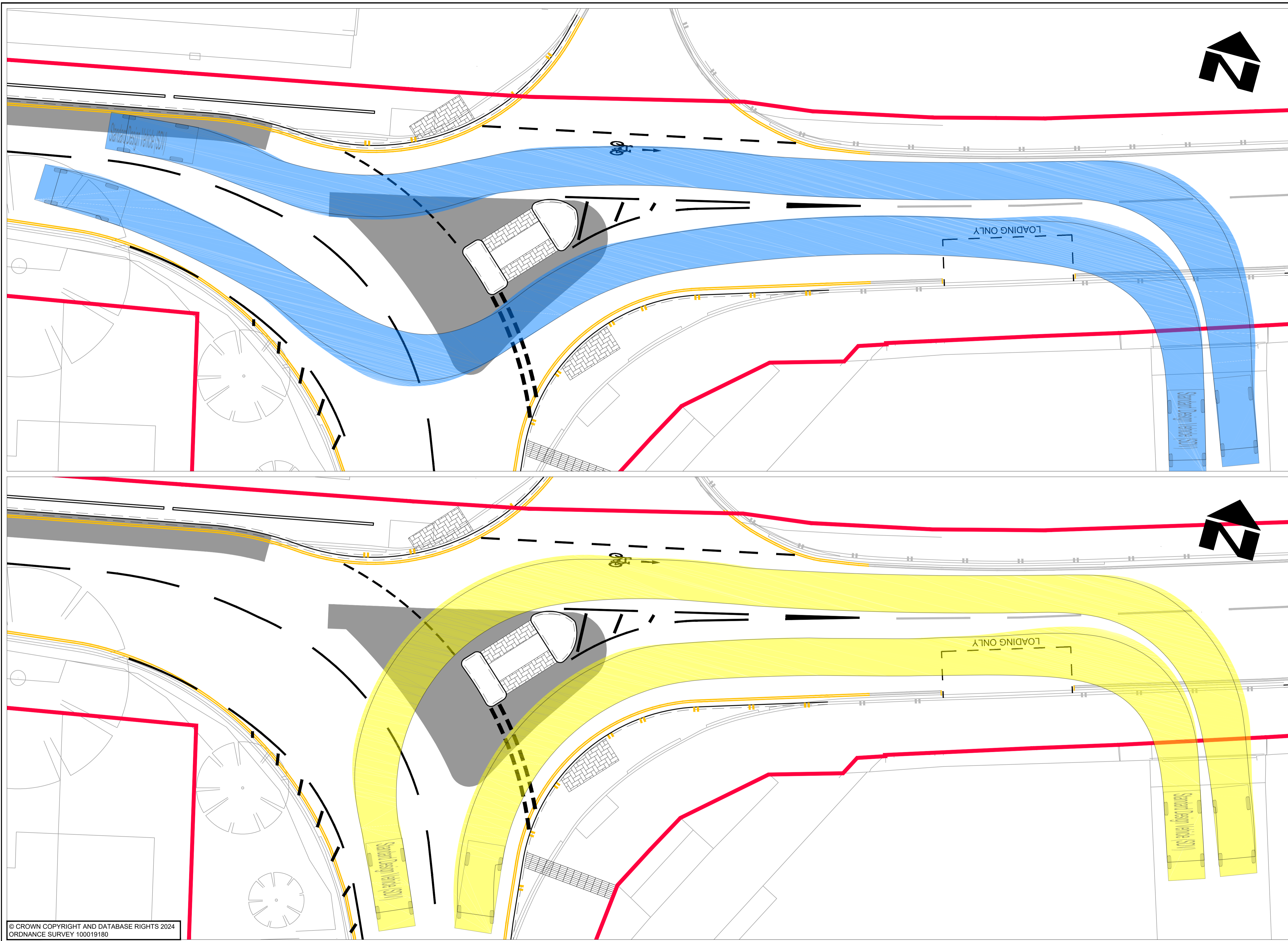
DRAWING TITLE
WEST STREET TO CHANTRY STREET & THE LIGHTS SWEEP PATH ANALYSIS

JOB No. C.J009625.01

HCC CAD PLOT: 26/3/2025 16:14:32

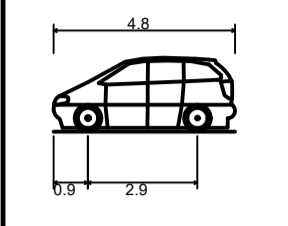
CJ009625-HEH-HGN-40012558-DR-CH-1005

SUIT REV
S2 P03



- NOTES**
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
 - FORWARD MOVEMENTS TRACKED AT A SPEED OF 10mph IN ACCORDANCE WITH HCC TECHNICAL GUIDANCE NOTE TG2

VEHICLE PROFILE



Standard Design Vehicle (SDV)	4.800m
Overall Length	2.000m
Overall Width	1.350m
Overall Body Height	0.100m
Min Body Ground Clearance	2.000m
Track Width	4.00s
Lock to lock time	6.000m
Wall to Wall Turning Radius	

VEHICLE TRACKING KEY

- █ FORWARD MOVEMENTS
- █ REVERSE MOVEMENTS
- █ PARKED VEHICLES

KEY

- PROPOSED KERB
- PROPOSED CARRIAGEWAY WIDENING/NEW CONSTRUCTION
- PROPOSED BUS STATION FORECOURT WIDENING/NEW CONSTRUCTION
- PROPOSED WHITE COLOURED ROAD MARKING
- PROPOSED YELLOW COLOURED ROAD MARKING
- EXISTING RETAINED ROAD MARKINGS
- EXISTING HIGHWAY BOUNDARY
- PROPOSED TACTILE PAVING
- PROPOSED PEDESTRIAN FENCING/GUARDRAIL

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ORDNANCE SURVEY 100019180

SUIT	REV	PURPOSE OF ISSUE AND DESCRIPTION OF AMENDMENTS	DATE	DESIGNER	CAD	CHKD	APPD
S2	P03	AMENDMENTS FOLLOWING PLANNING PRE-APPLICATION FEEDBACK	02.04.2025	JARH	RH	JS	GC
S2	P02	CHANTRY STREET JUNCTION LAYOUT AMENDED	26.11.2024	JARH	RH	JS	GDC
S2	P01	FIT FOR INFORMATION	09.10.2024	JA	JA	JS	GC

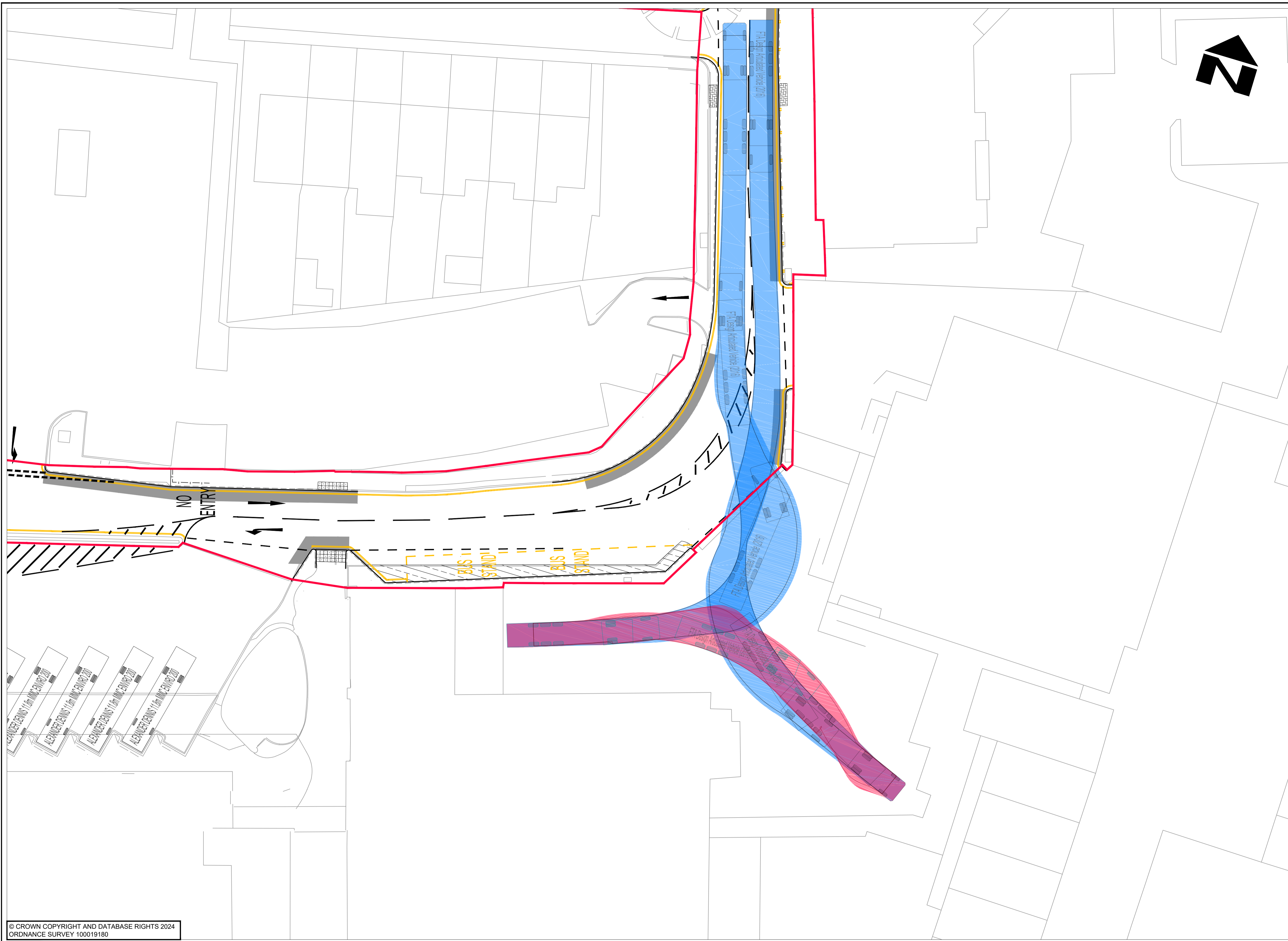
CLIENT
**HAMPSHIRE COUNTY COUNCIL
UNIVERSAL SERVICES DIRECTORATE
TRANSPORT IMPLEMENTATION**

CONSULTANT

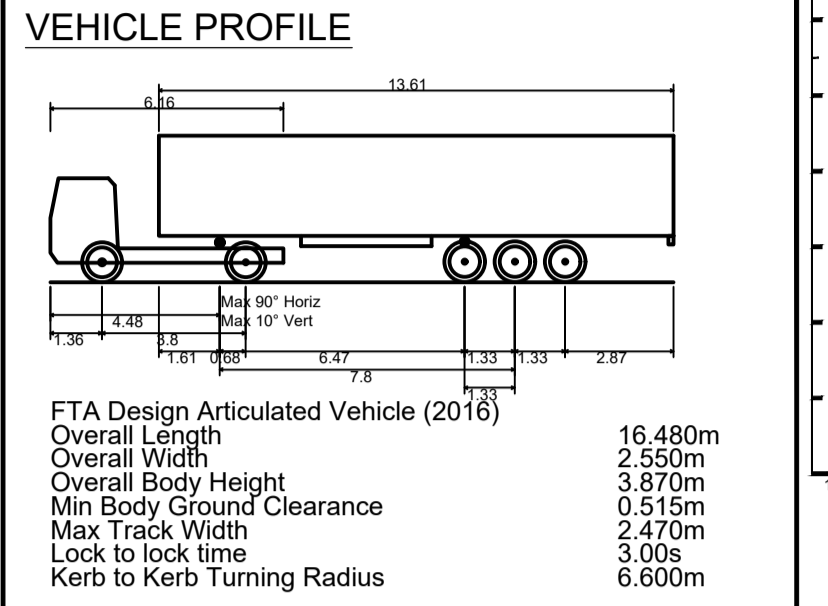
**Hampshire
County Council**
Engineering Services
TIM LAWTON BEng CEng FICE FCIHT - ASSISTANT DIRECTOR OF UNIVERSAL SERVICES

HORIZONTAL SCALE @ A1
1:100
VERTICAL SCALE @ A1
N/A
SHEET NUMBER
1 OF 1
SCHEME
ANDOVER - WESTERN AVENUE
JOB No. C.J009625.01

DRAWING TITLE
CHANTRY LODGE
VEHICLE ACCESS
SWEEP PATH ANALYSIS
HCC CAD PLOT: 02/04/2025 16:41:29
SUIT REV
S2 | P03



- NOTES**
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
 - FORWARD MOVEMENTS TRACKED AT A SPEED OF 10mph IN ACCORDANCE WITH HCC TECHNICAL GUIDANCE NOTE TG2. REVERSE MOVEMENTS TRACKED AT 5mph



- VEHICLE TRACKING KEY**
- FORWARD MOVEMENTS
 - REVERSE MOVEMENTS
 - PARKED VEHICLES
- KEY**
- PROPOSED KERB
 - PROPOSED CARRIAGEWAY WIDENING/ NEW CONSTRUCTION
 - PROPOSED BUS STATION FORECOURT WIDENING/NEW CONSTRUCTION
 - PROPOSED WHITE COLOURED ROAD MARKING
 - PROPOSED YELLOW COLOURED ROAD MARKING
 - EXISTING RETAINED ROAD MARKINGS
 - EXISTING HIGHWAY BOUNDARY
 - PROPOSED TACTILE PAVING
 - PROPOSED PEDESTRIAN FENCING/ GUARDRAIL

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SUIT	REV	PURPOSE OF ISSUE AND DESCRIPTION OF AMENDMENTS	DATE	DESIGNER	CAD	CHKD	APPD
S2	P02	AMENDMENTS FOLLOWING PLANNING PRE-APPLICATION FEEDBACK	26.03.2025	JA/RH	RH	JS	CGP
S2	P01	FIT FOR INFORMATION	10.10.2024	JA	JA	JS	GC

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**Hampshire
County Council
Engineering Services**

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HORIZONTAL SCALE @ A1
1:200

VERTICAL SCALE @ A1
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SHEET NUMBER
1 OF 1

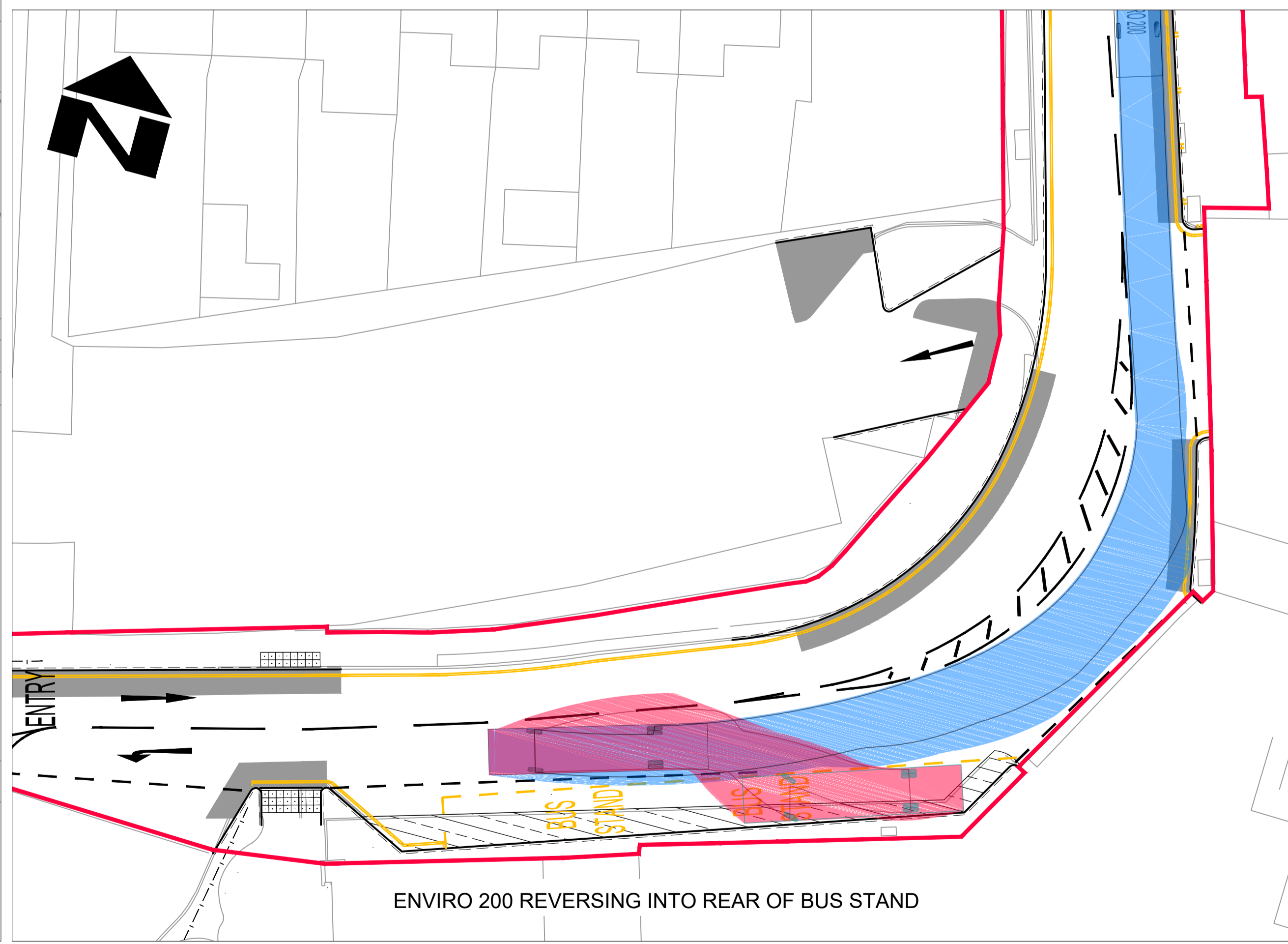
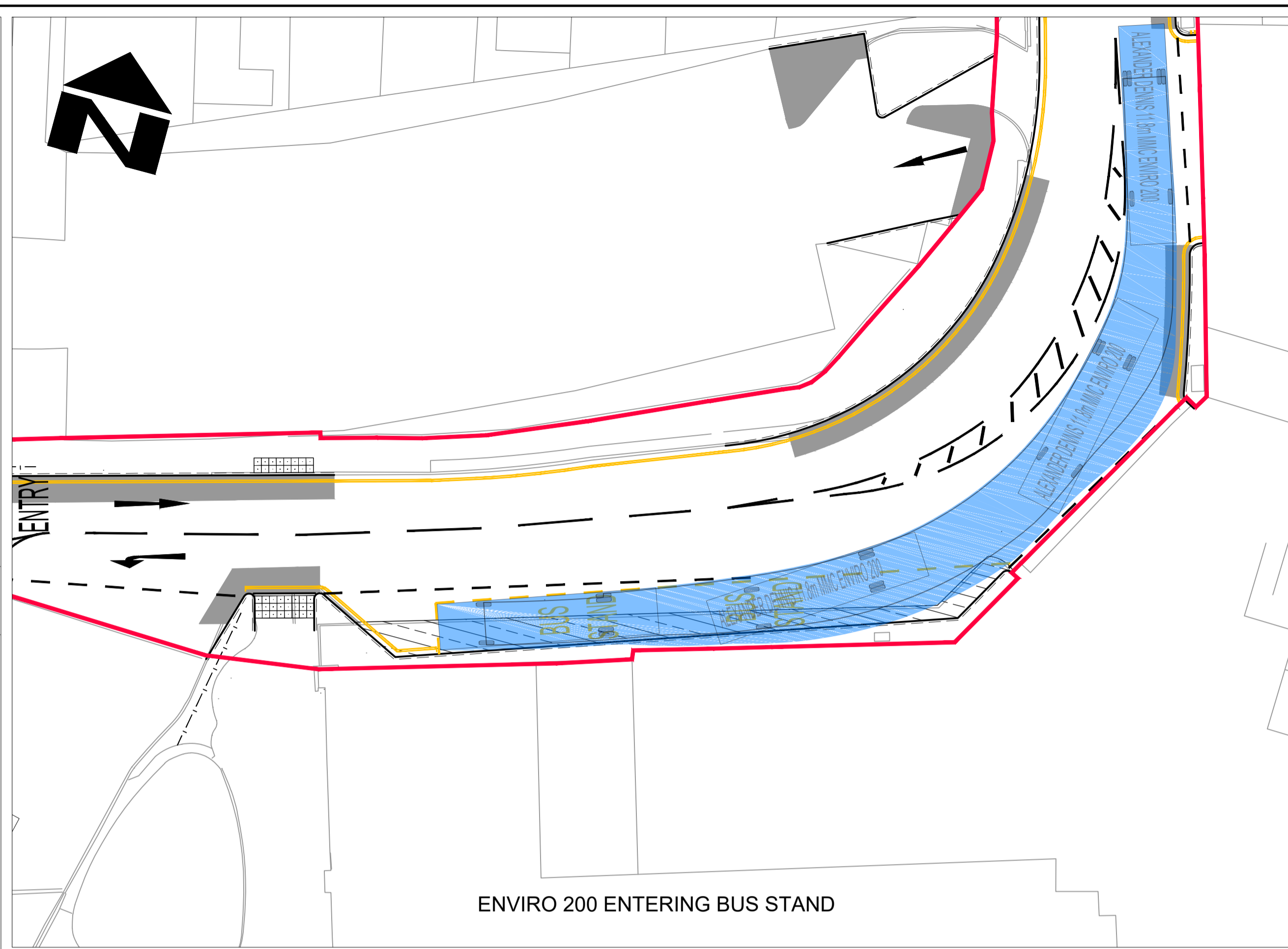
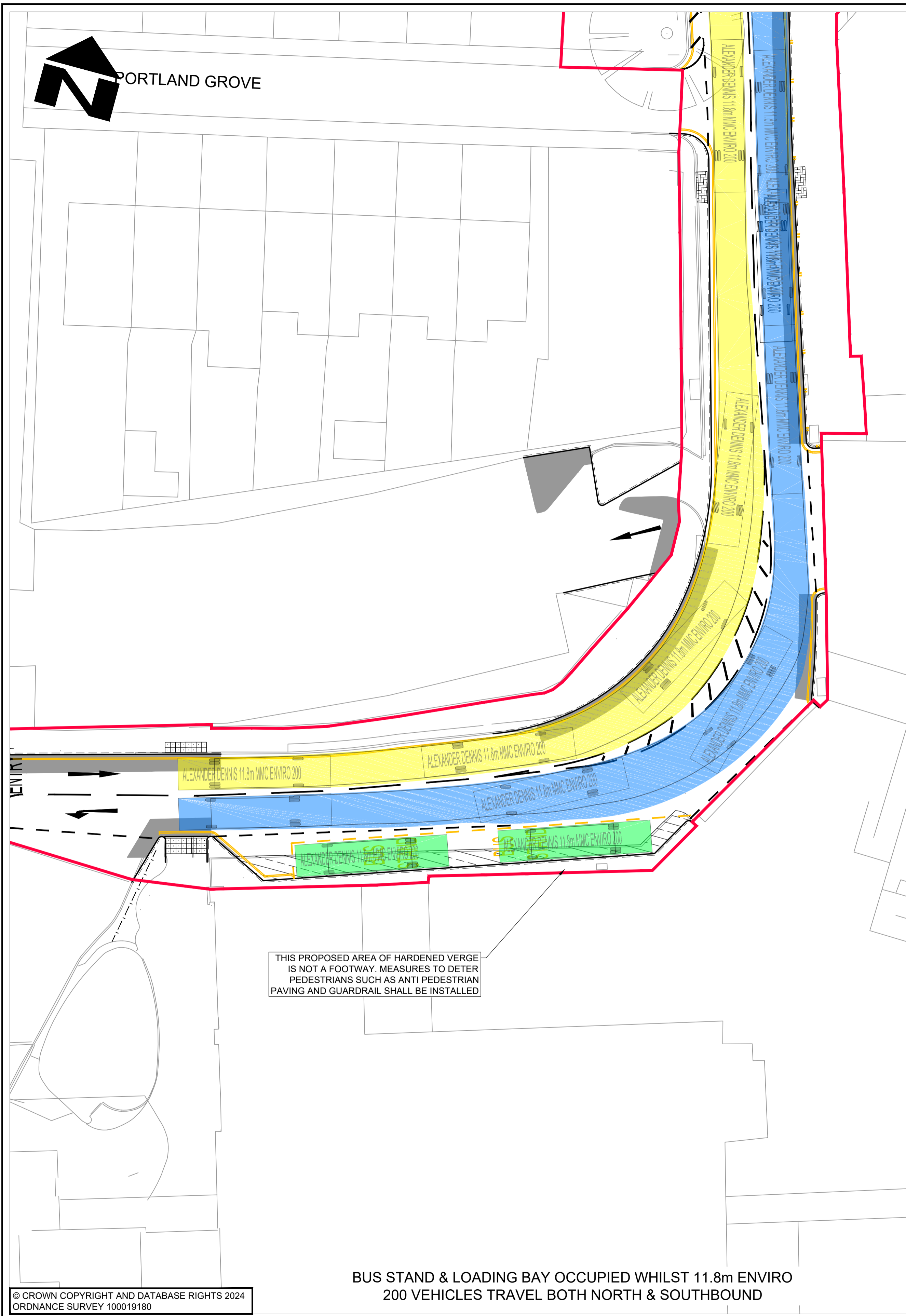
SCHEME
ANDOVER - WESTERN AVENUE

JOB No. C.J009625.01

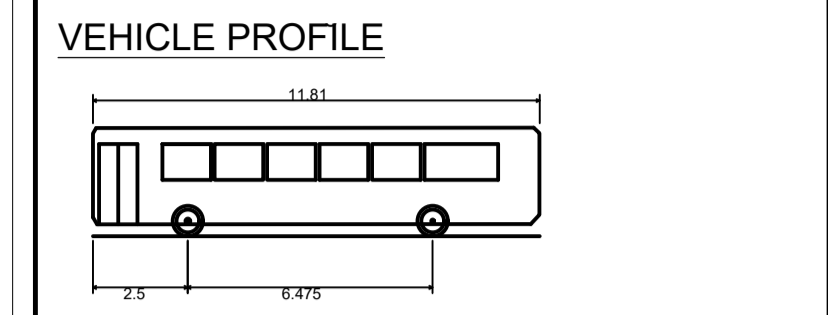
DRAWING TITLE
WAITROSE HGV
DELIVERY ACCESS
SWEEP PATH ANALYSIS

HCC CAD PLOT: 26/3/2025 16:22:33

SUIT REV
S2 P02



- NOTES**
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
 - FORWARD MOVEMENTS TRACKED AT A SPEED OF 10mph IN ACCORDANCE WITH HCC TECHNICAL GUIDANCE NOTE TG2. REVERSE MOVEMENTS TRACKED AT 5mph



ALEXANDER DENNIS 11.8m MMC ENVIRO 200

Overall Length	11.810m
Overall Width	2.470m
Overall Body Height	2.866m
Min Body Ground Clearance	0.516m
Track Width	2.300m
Lock to lock time	4.00s
Wall to Wall Turning Radius	11.847m

- VEHICLE TRACKING KEY**
- FORWARD MOVEMENTS
 - REVERSE MOVEMENTS
 - PARKED VEHICLES

- KEY**
- PROPOSED KERB
 - PROPOSED CARRIAGEWAY WIDENING/ NEW CONSTRUCTION
 - PROPOSED BUS STATION FORECOURT WIDENING/NEW CONSTRUCTION
 - PROPOSED WHITE COLOURED ROAD MARKING
 - PROPOSED YELLOW COLOURED ROAD MARKING
 - EXISTING RETAINED ROAD MARKINGS
 - EXISTING HIGHWAY BOUNDARY
 - PROPOSED TACTILE PAVING
 - PROPOSED PEDESTRIAN FENCING/ GUARDRAIL

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ORDNANCE SURVEY 100019180

SUIT	REV	PURPOSE OF ISSUE AND DESCRIPTION OF AMENDMENTS	DATE	DESIGNER	CAD	CHKD	APPD
S2	P02	AMENDMENTS FOLLOWING PLANNING PRE-APPLICATION FEEDBACK	02.04.2025	JA/RH	RH	JS	GC
S2	P01	FIT FOR INFORMATION	10.10.2024	JA	JA	JS	GC

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CONSULTANT
**Hampshire
County Council
Engineering Services**

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HORIZONTAL SCALE @ A1
1:200

VERTICAL SCALE @ A1
N/A

SHEET NUMBER
1 OF 1

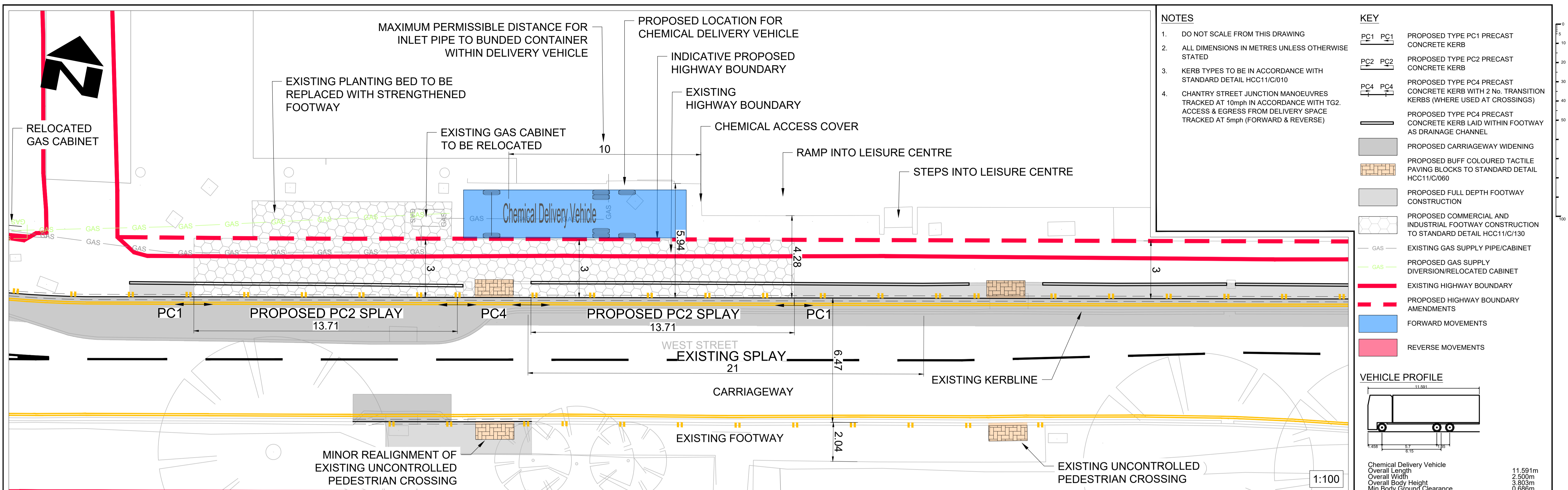
SCHEME
ANDOVER - WESTERN AVENUE

JOB No. C.J009625.01

DRAWING TITLE
**BUS STAND
SWEEP PATH ANALYSIS**

HCC CAD PLOT: 02/04/2025 16:45:57

SUIT REV
S2 | P02



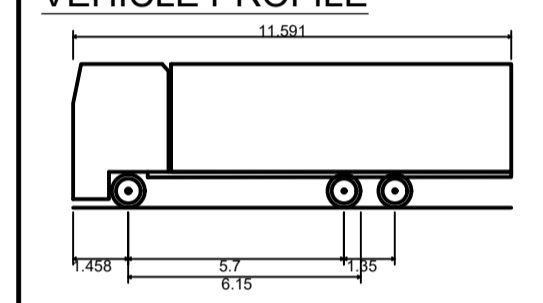
NOTES

- DO NOT SCALE FROM THIS DRAWING
- ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
- KERB TYPES TO BE IN ACCORDANCE WITH STANDARD DETAIL HCC11/C/010
- CHANTRY STREET JUNCTION MANOEUVRES TRACKED AT 10mph IN ACCORDANCE WITH TG2. ACCESS & EGRESS FROM DELIVERY SPACE TRACKED AT 5mph (FORWARD & REVERSE)

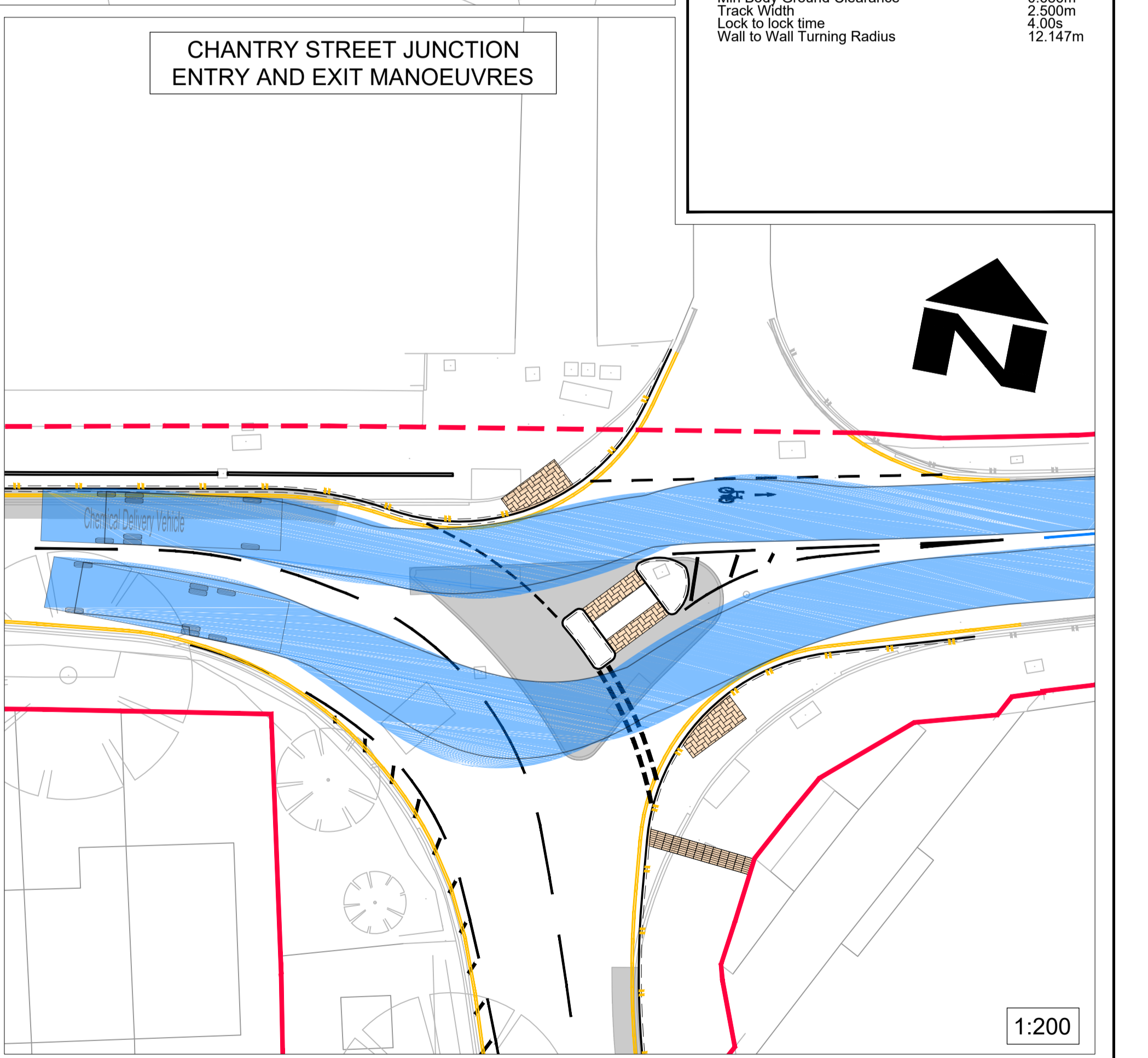
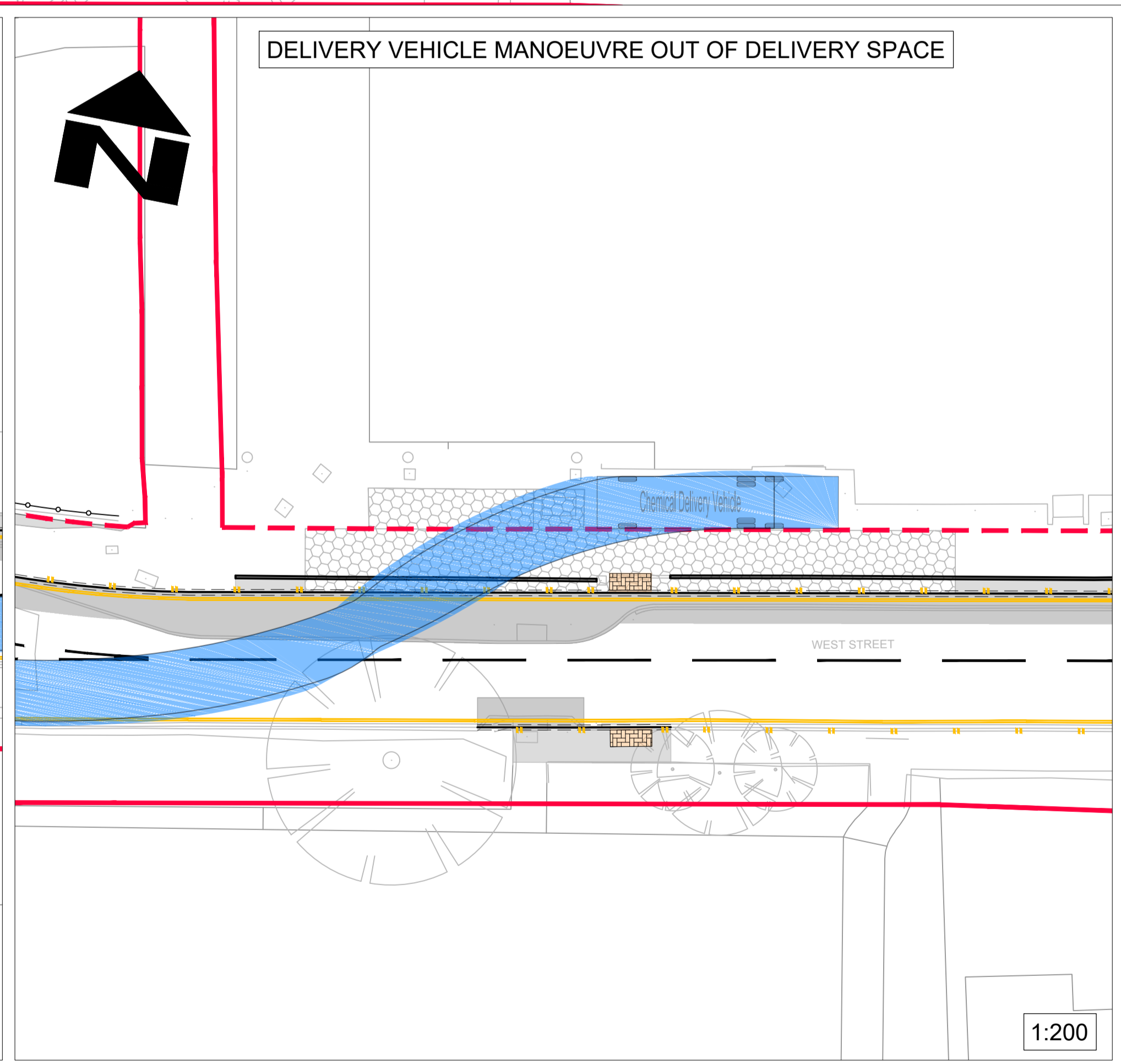
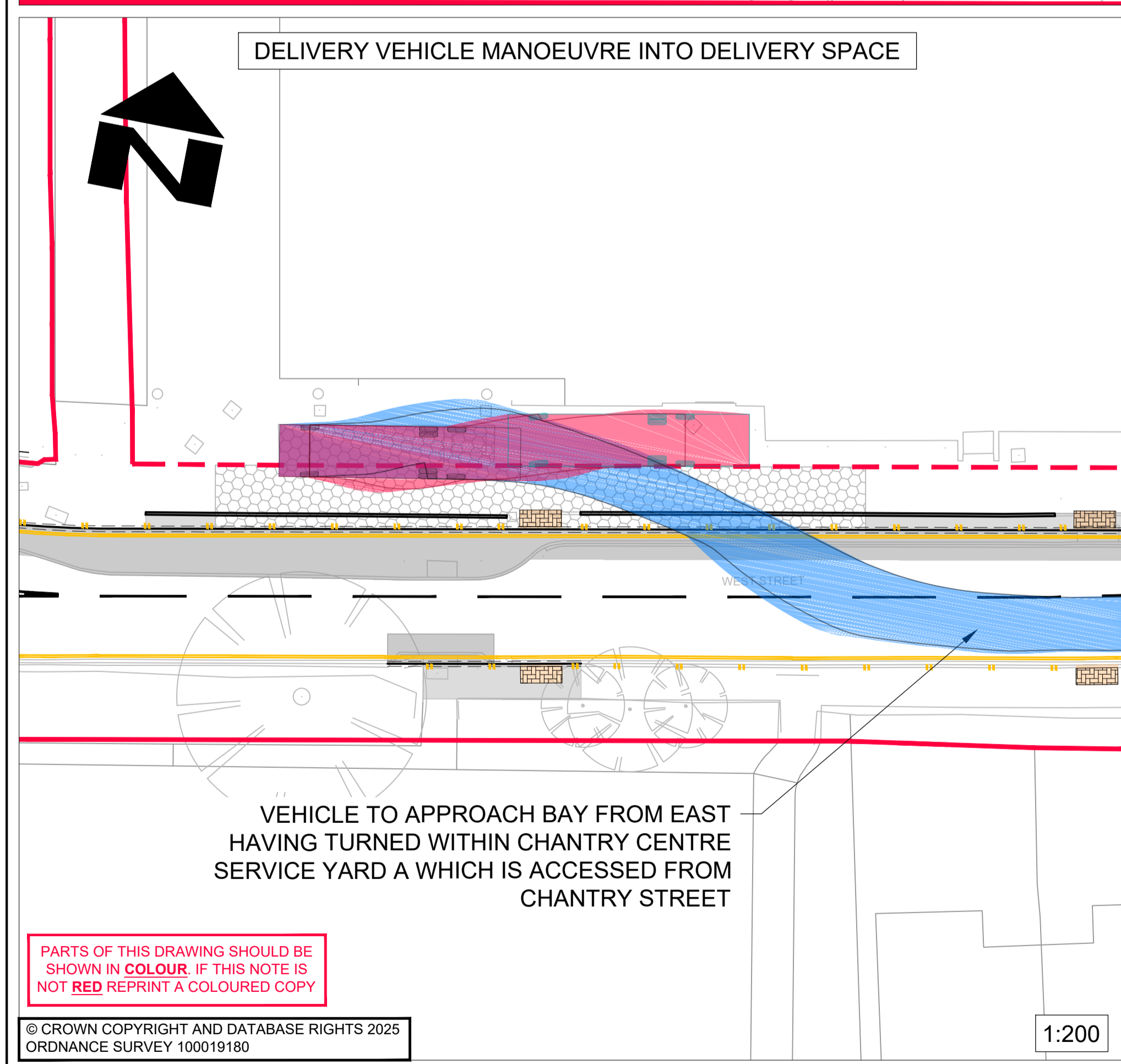
KEY

- PC1 PC1 PROPOSED TYPE PC1 PRECAST CONCRETE KERB
- PC2 PC2 PROPOSED TYPE PC2 PRECAST CONCRETE KERB
- PC4 PC4 PROPOSED TYPE PC4 PRECAST CONCRETE KERB WITH 2 No. TRANSITION KERBS (WHERE USED AT CROSSINGS)
- PROPOSED TYPE PC4 PRECAST CONCRETE KERB LAID WITHIN FOOTWAY AS DRAINAGE CHANNEL
- PROPOSED CARRIAGEWAY WIDENING
- PROPOSED BUFF COLOURED TACTILE PAVING BLOCKS TO STANDARD DETAIL HCC11/C/060
- PROPOSED FULL DEPTH FOOTWAY CONSTRUCTION
- PROPOSED COMMERCIAL AND INDUSTRIAL FOOTWAY CONSTRUCTION TO STANDARD DETAIL HCC11/C/130
- GAS EXISTING GAS SUPPLY PIPE/CABINET
- GAS PROPOSED GAS SUPPLY DIVERSION/RELOCATED CABINET
- EXISTING HIGHWAY BOUNDARY
- PROPOSED HIGHWAY BOUNDARY AMENDMENTS
- FORWARD MOVEMENTS
- REVERSE MOVEMENTS

VEHICLE PROFILE



Chemical Delivery Vehicle	11.591m
Overall Length	11.591m
Overall Width	2.500m
Overall Body Height	3.803m
Min Body Ground Clearance	0.686m
Track Width	2.500m
Lock to lock time	4.00s
Wall to Wall Turning Radius	12.147m



PARTS OF THIS DRAWING SHOULD BE SHOWN IN COLOUR. IF THIS NOTE IS NOT RED REPRINT A COLOURED COPY

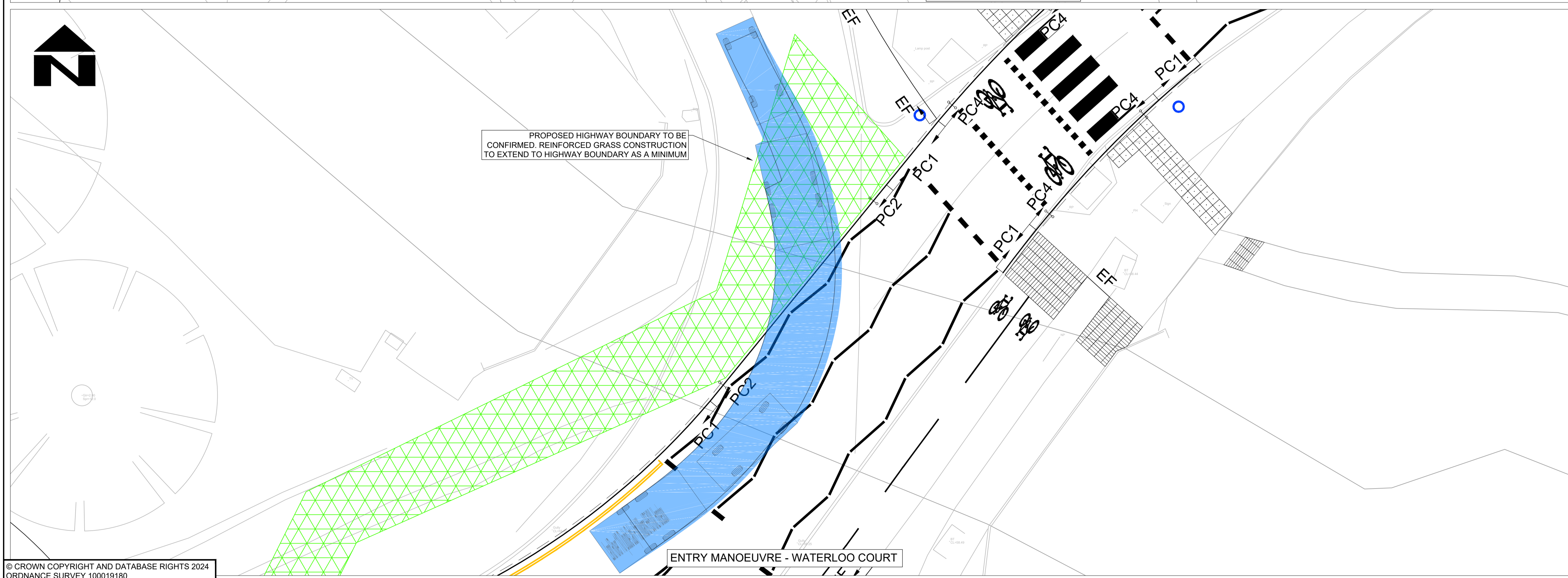
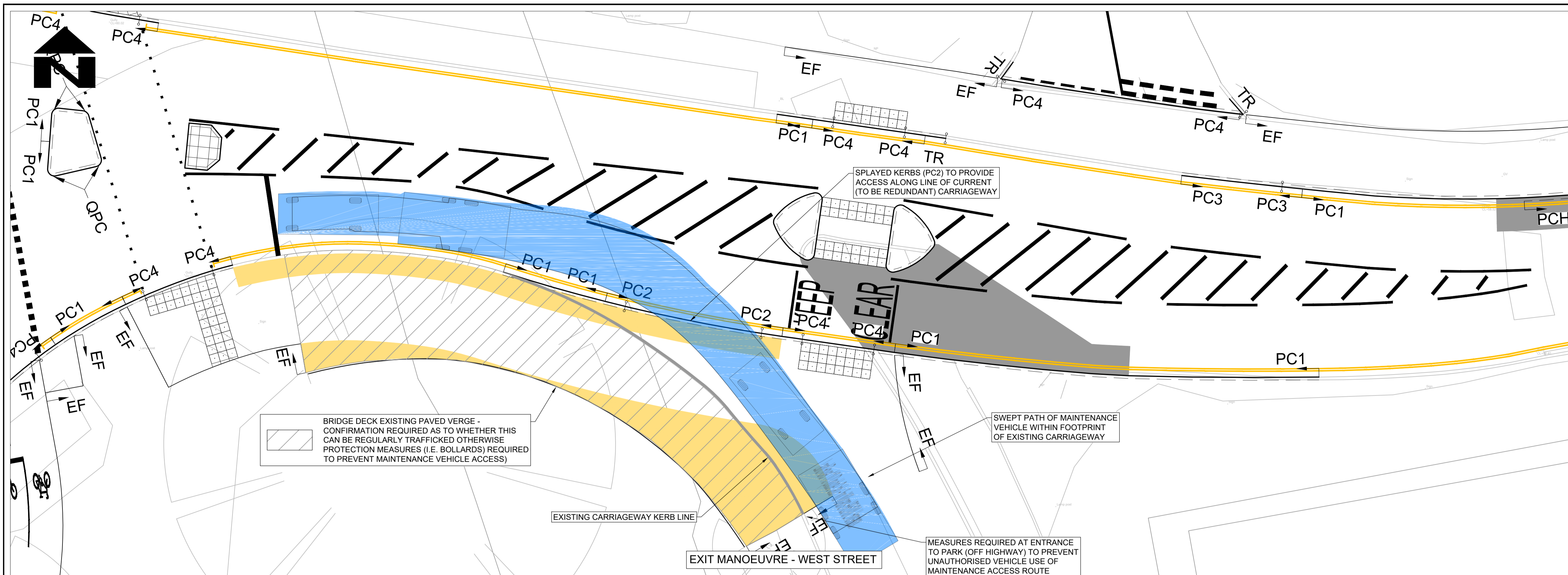
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ORDNANCE SURVEY 100019180

SUIT	REV	AMENDMENTS	DATE	CAD	CHKD	APPD
S2	P04	CHANTRY STREET JUNCTION MANOEUVRE ADDED & OTHER MINOR AMENDMENTS	10.04.2025	RH	JS	GDC
S2	P03	MINOR AMENDMENTS	02.04.2025	AC	JS	CJP
S2	P02	DRAWING NUMBER UPDATED, VEHICLE SPECIFICATION UPDATED & OTHER MINOR AMENDMENTS.	19.11.2024	RH	JS	GDC
S2	P01	SKETCH ISSUE - FIT FOR INFORMATION	19.07.2024	JA	-	-

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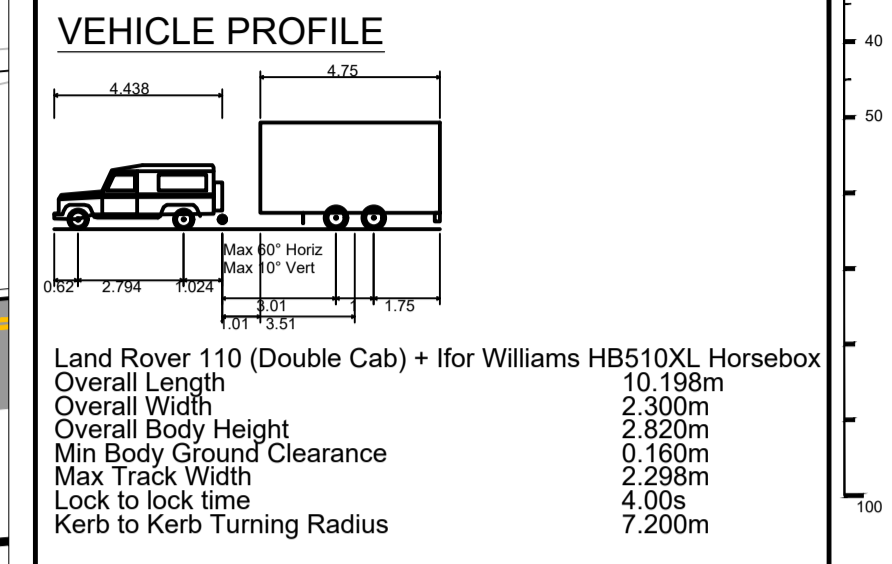
CONSULTANT
Hampshire County Council
Engineering Services
TIM LAWTON BENG CENG FICE FCIHT : ASSISTANT DIRECTOR OF UNIVERSAL SERVICES

DESIGNER JA	SCALE @ A1 AS SHOWN	SCHEME ANDOVER CENTRAL WESTERN GATEWAY	DRAWING TITLE PROPOSED LAYOUT FOR LEISURE CENTRE CHEMICAL DELIVERIES
CAD JA	DATE 19.07.2024		
CHECKED JS JS	SHEET NUMBER 1 OF 1	JOB No. C.J009625	HCC CAD PLOT: 19/04/2025 15:30:20
APPROVED GC GC	DRAWING NUMBER CJ009625-HEH-HGN-40012558-DR-CH-1011	SUIT S2	REV P04



NOTES

- DO NOT SCALE FROM THIS DRAWING
- ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
- FORWARD MOVEMENTS TRACKED AT A SPEED OF 10mph IN ACCORDANCE WITH HCC TECHNICAL GUIDANCE NOTE TG2



- KEY**
- PC1 PC1 PROPOSED TYPE PC1 PRECAST CONCRETE KERB TO STANDARD DETAIL HCC11/C/010
 - PC2 PC2 PROPOSED TYPE PC2 PRECAST CONCRETE KERB TO STANDARD DETAIL HCC11/C/010 WITH 2 No. TRANSITION KERBS
 - PC4 PC4 PROPOSED TYPE PC4 PRECAST CONCRETE KERB TO HCC11/C/010 WITH 2 No. TRANSITION KERBS (WHERE USED AT CROSSINGS)
 - PROPOSED CARRIAGEWAY WIDENING/ FULL DEPTH CONSTRUCTION
 - EF EF PROPOSED FOOTWAY EDGING
 - PROPOSED TACTILE PAVING
 - PROPOSED BUFF COLOURED SURFACE TREATMENT
 - PROPOSED REINFORCED GRASS CONSTRUCTION

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SUIT	REV	PURPOSE OF ISSUE AND DESCRIPTION OF AMENDMENTS	DATE	DESIGNER	CAD	CHKD	APPD
S2	P02	AMENDMENTS FOLLOWING PLANNING PRE-APPLICATION FEEDBACK	27.03.2025	RH	RH	JS	GDC
S2	P01	FIT FOR INFORMATION	14.11.2024	RH	RH	JS	GDC

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CONSULTANT

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 Engineering Services
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HORIZONTAL SCALE @ A1
 1:100
 VERTICAL SCALE @ A1
 N/A
 SHEET NUMBER
 1 OF 1

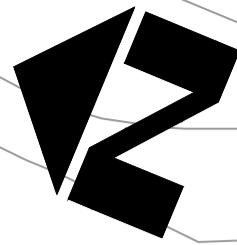
SCHEME
ANDOVER - WESTERN AVENUE

DRAWING TITLE
PROPOSED PARK MAINTENANCE ACCESS

JOB No. C.J009625.01
 HCC CAD PLOT: 27/3/2025 8:48:03

C.J009625-HEH-HGN-40012558-DR-CH-1012

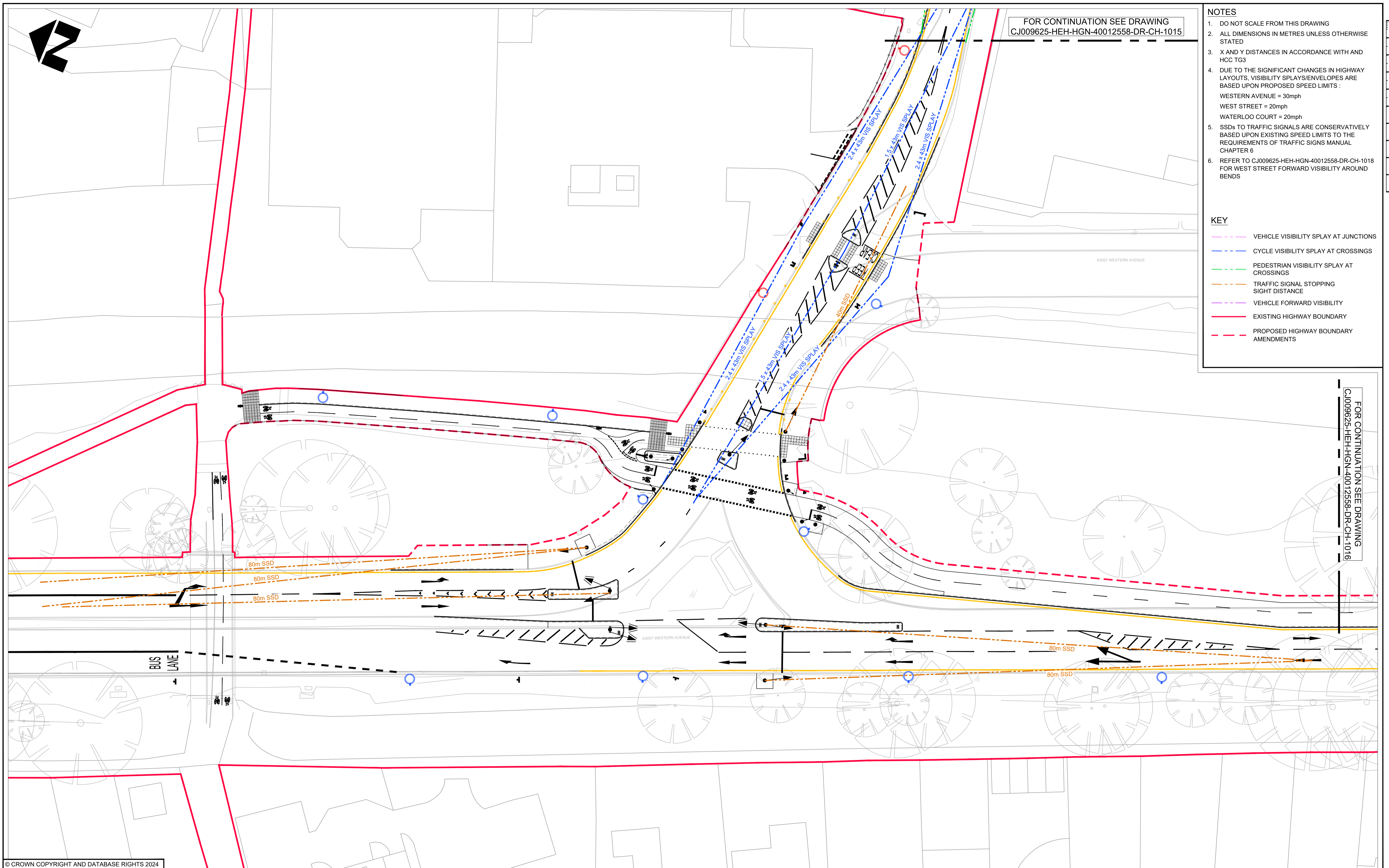
SUIT REV
S2 P02



FOR CONTINUATION SEE DRAWING
CJ009625-HEH-HGN-40012558-DR-CH-1015

- NOTES**
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
 - X AND Y DISTANCES IN ACCORDANCE WITH AND HCC TG3
 - DUE TO THE SIGNIFICANT CHANGES IN HIGHWAY LAYOUTS, VISIBILITY SPLAYS/ENVELOPES ARE BASED UPON PROPOSED SPEED LIMITS :
WESTERN AVENUE = 30mph
WEST STREET = 20mph
WATERLOO COURT = 20mph
 - SSDs TO TRAFFIC SIGNALS ARE CONSERVATIVELY BASED UPON EXISTING SPEED LIMITS TO THE REQUIREMENTS OF TRAFFIC SIGNS MANUAL CHAPTER 6
 - REFER TO CJ009625-HEH-HGN-40012558-DR-CH-1018 FOR WEST STREET FORWARD VISIBILITY AROUND BENDS

- KEY**
- VEHICLE VISIBILITY SPLAY AT JUNCTIONS
 - CYCLE VISIBILITY SPLAY AT CROSSINGS
 - PEDESTRIAN VISIBILITY SPLAY AT CROSSINGS
 - TRAFFIC SIGNAL STOPPING SIGHT DISTANCE
 - VEHICLE FORWARD VISIBILITY
 - EXISTING HIGHWAY BOUNDARY
 - PROPOSED HIGHWAY BOUNDARY AMENDMENTS



FOR CONTINUATION SEE DRAWING
CJ009625-HEH-HGN-40012558-DR-CH-1016

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S2	P01	FIT FOR INFORMATION	DATE	DESIGNER	CAD	CHKD	APPD
			20.02.2025	RH	RH	JS	CS

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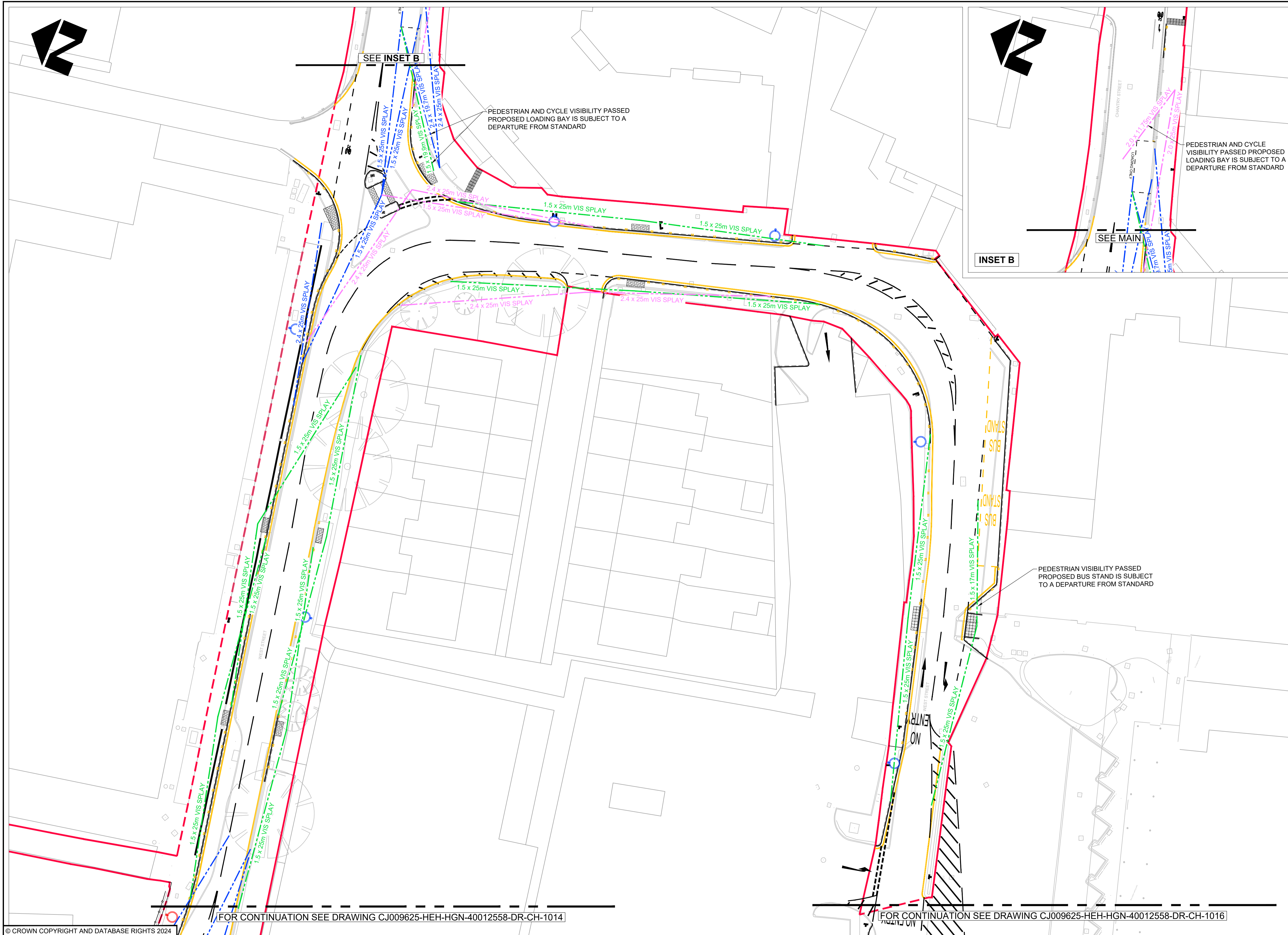
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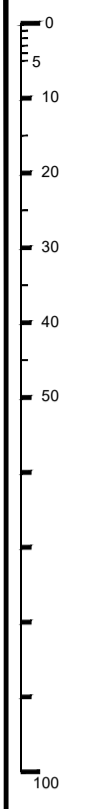
HORIZONTAL SCALE @ A1 1:250	SCHEME ANDOVER - WESTERN AVENUE	DRAWING TITLE VISIBILITY SPLAYS AND STOPPING SIGHT DISTANCES
VERTICAL SCALE @ A1 N/A		
SHEET NUMBER 1 OF 4		

JOB No. CJ009625.01		HCC CAD PLOT: 02/02/2025 17:35:44
CJ009625-HEH-HGN-40012558-DR-CH-1014		SUIT REV S2 P 01



- NOTES**
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
 - X AND Y DISTANCES IN ACCORDANCE WITH AND HCC TG3
 - DUE TO THE SIGNIFICANT CHANGES IN HIGHWAY LAYOUTS, VISIBILITY SPLAYS/ENVELOPES ARE BASED UPON PROPOSED SPEED LIMITS :
 WESTERN AVENUE = 30mph
 WEST STREET = 20mph
 WATERLOO COURT = 20mph
 - REFER TO CJ009625-HEH-HGN-40012558-DR-CH-1018 FOR WEST STREET FORWARD VISIBILITY AROUND BENDS

- KEY**
- VEHICLE VISIBILITY SPLAY AT JUNCTIONS
 - CYCLE VISIBILITY SPLAY AT CROSSINGS
 - PEDESTRIAN VISIBILITY SPLAY AT CROSSINGS
 - TRAFFIC SIGNAL STOPPING SIGHT DISTANCE
 - VEHICLE FORWARD VISIBILITY
 - EXISTING HIGHWAY BOUNDARY
 - - - PROPOSED HIGHWAY BOUNDARY AMENDMENTS



FOR CONTINUATION SEE DRAWING CJ009625-HEH-HGN-40012558-DR-CH-1014

FOR CONTINUATION SEE DRAWING CJ009625-HEH-HGN-40012558-DR-CH-1016

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SUIT	REV	PURPOSE OF ISSUE AND DESCRIPTION OF AMENDMENTS	DATE	DESIGNER	CAD	CHKD	APPD
S2	P01	FIT FOR INFORMATION	10.03.2025	RH	RH		

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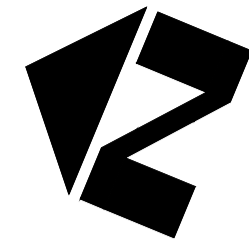
CONSULTANT

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 Engineering Services

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HORIZONTAL SCALE @ A1 1:250	SCHEME ANDOVER - WESTERN AVENUE
VERTICAL SCALE @ A1 N/A	
SHEET NUMBER 2 OF 4	JOB No. C.J009625.01

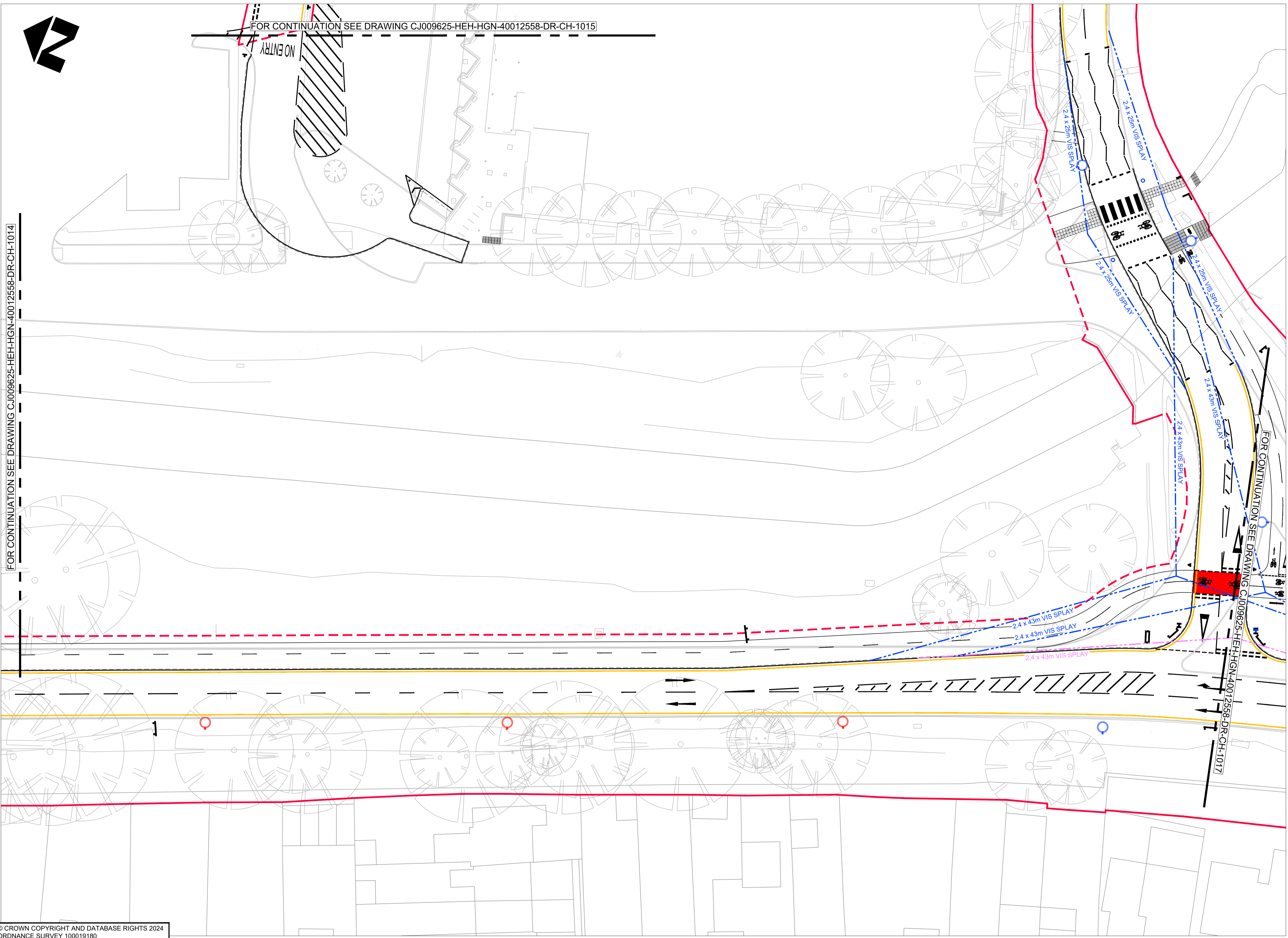
DRAWING TITLE VISIBILITY SPLAYS AND STOPPING SIGHT DISTANCES	
HCC CAD PLOT: 02/4/2025 17:38:54	
SUIT S2	REV P01



FOR CONTINUATION SEE DRAWING CJ009625-HEH-HGN-40012558-DR-CH-1015

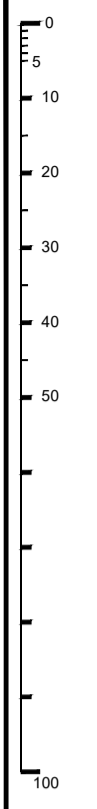
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FOR CONTINUATION SEE DRAWING CJ009625-HEH-HGN-40012558-DR-CH-1014



- NOTES**
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
 - X AND Y DISTANCES IN ACCORDANCE WITH AND HCC TG3
 - DUE TO THE SIGNIFICANT CHANGES IN HIGHWAY LAYOUTS, VISIBILITY SPLAYS/ENVELOPES ARE BASED UPON PROPOSED SPEED LIMITS :
WESTERN AVENUE = 30mph
WEST STREET = 20mph
WATERLOO COURT = 20mph
 - REFER TO CJ009625-HEH-HGN-40012558-DR-CH-1018 FOR WEST STREET FORWARD VISIBILITY AROUND BENDS

- KEY**
- VEHICLE VISIBILITY SPLAY AT JUNCTIONS
 - CYCLE VISIBILITY SPLAY AT CROSSINGS
 - PEDESTRIAN VISIBILITY SPLAY AT CROSSINGS
 - TRAFFIC SIGNAL STOPPING SIGHT DISTANCE
 - VEHICLE FORWARD VISIBILITY
 - EXISTING HIGHWAY BOUNDARY
 - PROPOSED HIGHWAY BOUNDARY AMENDMENTS



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SUIT	REV	FIT FOR INFORMATION	PURPOSE OF ISSUE AND DESCRIPTION OF AMENDMENTS	DATE	DESIGNER	RH	CHKD	APPD
S2	P01			20.02.2025	RH	RH	JS	CPD

CLIENT
HAMPSHIRE COUNTY COUNCIL
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 TRANSPORT IMPLEMENTATION

CONSULTANT

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 Engineering Services
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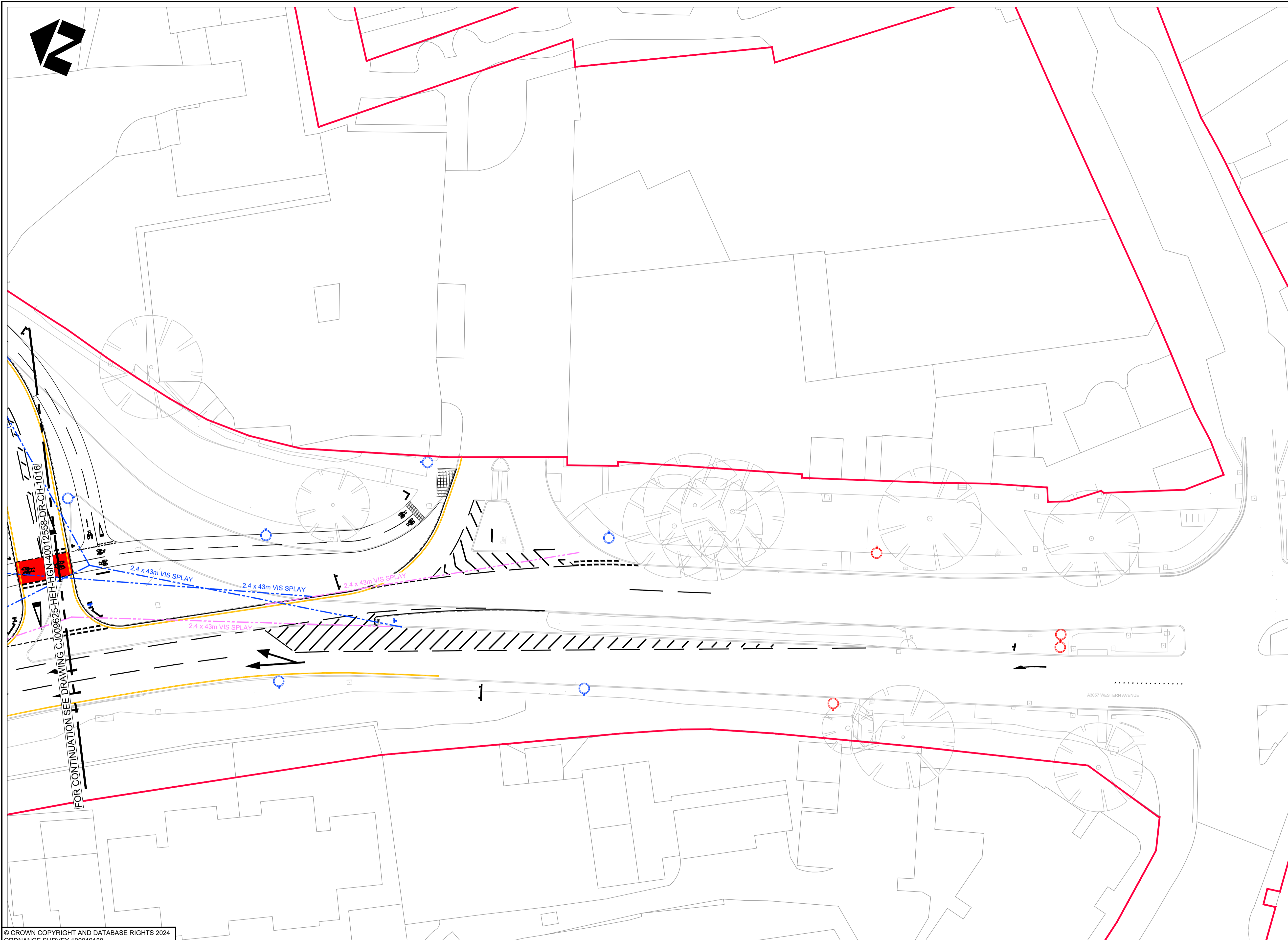
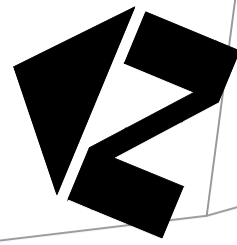
HORIZONTAL SCALE @ A1 1:250	SCHEME ANDOVER - WESTERN AVENUE
VERTICAL SCALE @ A1 N/A	
SHEET NUMBER 3 OF 4	JOB No. C_J009625_01

DRAWING TITLE
VISIBILITY SPLAYS AND STOPPING SIGHT DISTANCES

HCC CAD PLOT: 02/02/2025 17:37:57

CJ009625-HEH-HGN-40012558-DR-CH-1016

SUIT	REV
S2	P 01



NOTES

- DO NOT SCALE FROM THIS DRAWING
- ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
- X AND Y DISTANCES IN ACCORDANCE WITH AND HCC TG3
- DUE TO THE SIGNIFICANT CHANGES IN HIGHWAY LAYOUTS, VISIBILITY SPLAYS/ENVELOPES ARE BASED UPON PROPOSED SPEED LIMITS :
WESTERN AVENUE = 30mph
WEST STREET = 20mph
WATERLOO COURT = 20mph
- REFER TO CJ009625-HEH-HGN-40012558-DR-CH-1018 FOR WEST STREET FORWARD VISIBILITY AROUND BENDS

KEY

- VEHICLE VISIBILITY SPLAY AT JUNCTIONS
- CYCLE VISIBILITY SPLAY AT CROSSINGS
- PEDESTRIAN VISIBILITY SPLAY AT CROSSINGS
- TRAFFIC SIGNAL STOPPING SIGHT DISTANCE
- VEHICLE FORWARD VISIBILITY
- EXISTING HIGHWAY BOUNDARY
- PROPOSED HIGHWAY BOUNDARY AMENDMENTS



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SUIT	REV	PURPOSE OF ISSUE AND DESCRIPTION OF AMENDMENTS	DATE	DESIGNER	CAD	CHKD	APPD
S2	P01	FIT FOR INFORMATION	20.02.2025	RH	RH	JS	CPD

CLIENT

HAMPSHIRE COUNTY COUNCIL
UNIVERSAL SERVICES DIRECTORATE
TRANSPORT IMPLEMENTATION

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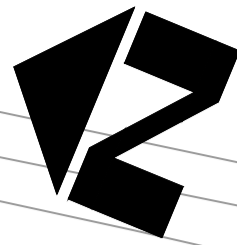
Hampshire
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Engineering Services

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HORIZONTAL SCALE @ A1 1:250	SCHEME ANDOVER - WESTERN AVENUE
VERTICAL SCALE @ A1 N/A	
SHEET NUMBER 4 OF 4	JOB No. C.0009625.01

DRAWING TITLE VISIBILITY SPLAYS AND STOPPING SIGHT DISTANCES	
SUIT S2	REV P 01



NOTES

- DO NOT SCALE FROM THIS DRAWING
- ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
- X AND Y DISTANCES IN ACCORDANCE WITH AND HCC TG3
- DUE TO THE SIGNIFICANT CHANGES IN HIGHWAY LAYOUTS, VISIBILITY SPLAYS/ENVELOPES ARE BASED UPON PROPOSED SPEED LIMITS :
WESTERN AVENUE = 30mph
WEST STREET = 20mph
WATERLOO COURT = 20mph
- REFER TO CJ009625-HEH-HGN-40012558-DR-CH-1014 TO 1017 FOR VISIBILITY SPLAYS AND SSDs ACROSS THE SITE

KEY

- VEHICLE VISIBILITY SPLAY AT JUNCTIONS
- CYCLE VISIBILITY SPLAY AT CROSSINGS
- PEDESTRIAN VISIBILITY SPLAY AT CROSSINGS
- TRAFFIC SIGNAL STOPPING SIGHT DISTANCE
- VEHICLE FORWARD VISIBILITY
- EXISTING HIGHWAY BOUNDARY
- PROPOSED HIGHWAY BOUNDARY AMENDMENTS

EXISTING HIGHWAY BOUNDARY ALIGNED WITH OS MAPPING. ACTUAL HIGHWAY BOUNDARY (FENCE LINE) HAS NOT BEEN TOPOGRAPHICALLY SURVEYED. DASHED PINK LINE IS FENCE LINE TAKEN FROM SITE MEASUREMENTS. SEE PHOTOS BELOW



PHOTO LOOKING NORTH-WEST SHOWING WEST STREET BEND AT CHANTRY STREET JUNCTION. VISIBILITY SPLAY RECENTLY CLEARED BACK TO CHAMFERED FENCE LINE BY HCC AREA OFFICE. FURTHER CLEARANCE TO BE CARRIED OUT TO PREVENT REGROWTH AND MAINTAIN VISIBILITY



PHOTO LOOKING SOUTH-SOUTH-EAST AS ABOVE

© CROWN COPYRIGHT AND DATABASE RIGHTS 2025. ORDNANCE SURVEY 100019180

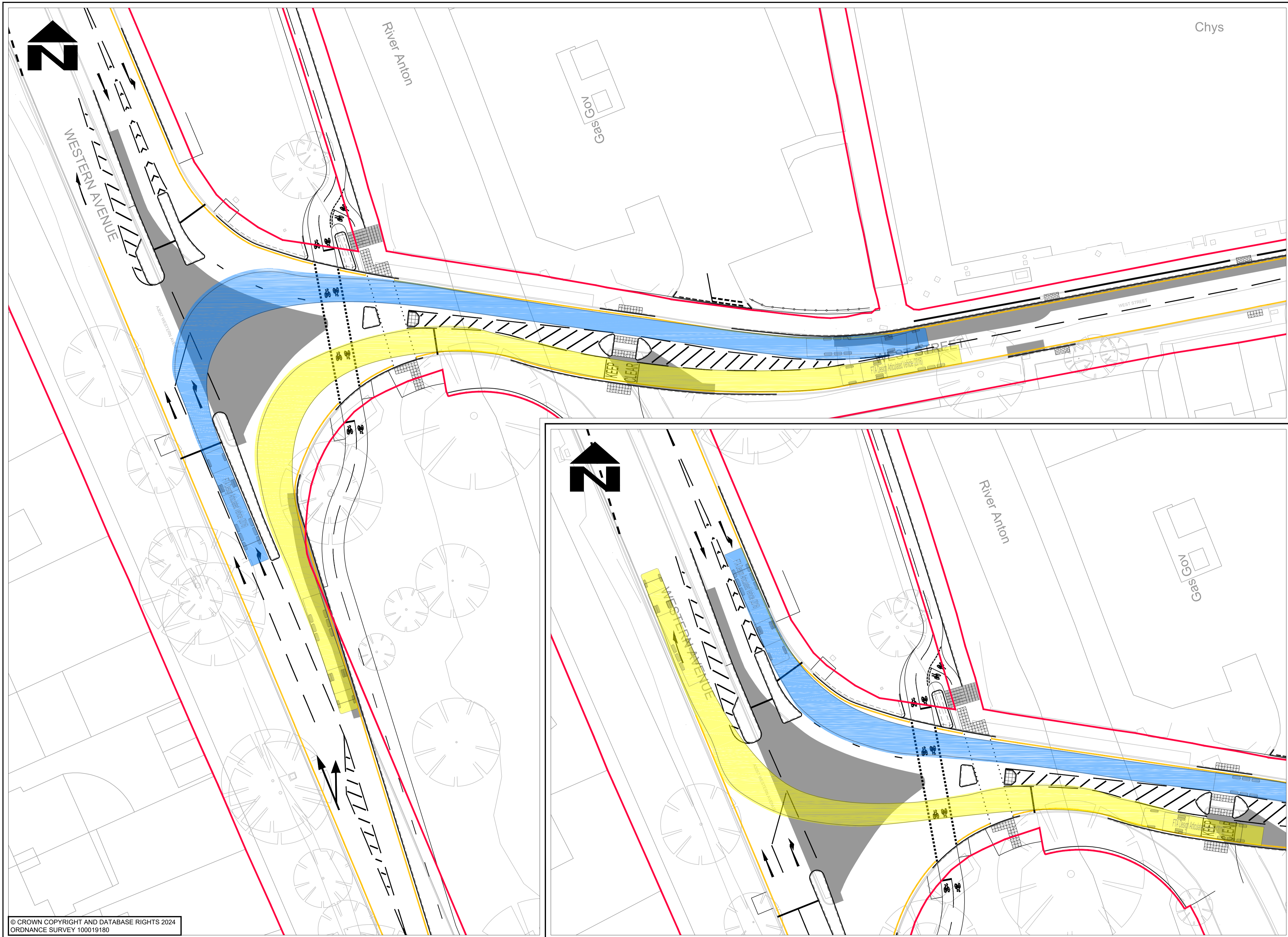
SUIT	REV	PURPOSE OF ISSUE AND DESCRIPTION OF AMENDMENTS	DATE	DESIGNER	CAD	CHKD	APPD
S2	P01	FIT FOR INFORMATION	20.02.2025	RH	RH	JS	CPD

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HAMPSHIRE COUNTY COUNCIL
UNIVERSAL SERVICES DIRECTORATE
TRANSPORT IMPLEMENTATION

CONSULTANT
 Hampshire County Council
Engineering Services
TIM LAWTON BEng CEng FICE FCIHT : ASSISTANT DIRECTOR OF UNIVERSAL SERVICES

HORIZONTAL SCALE @ A1
1:250
VERTICAL SCALE @ A1
N/A
SCHEME
ANDOVER - WESTERN AVENUE
SHEET NUMBER
1 OF 1
JOB No. C.J009625.01

DRAWING TITLE
WEST STREET FORWARD VISIBILITY
HCC CAD PLOT: 02/02/2025 17:54:40
SUIT REV
S2 P01



NOTES

- DO NOT SCALE FROM THIS DRAWING
- ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
- FORWARD MOVEMENTS TRACKED AT A SPEED OF 10mph IN ACCORDANCE WITH HCC TECHNICAL GUIDANCE NOTE TG2

VEHICLE PROFILE:

FTA Design Articulated Vehicle (2016)

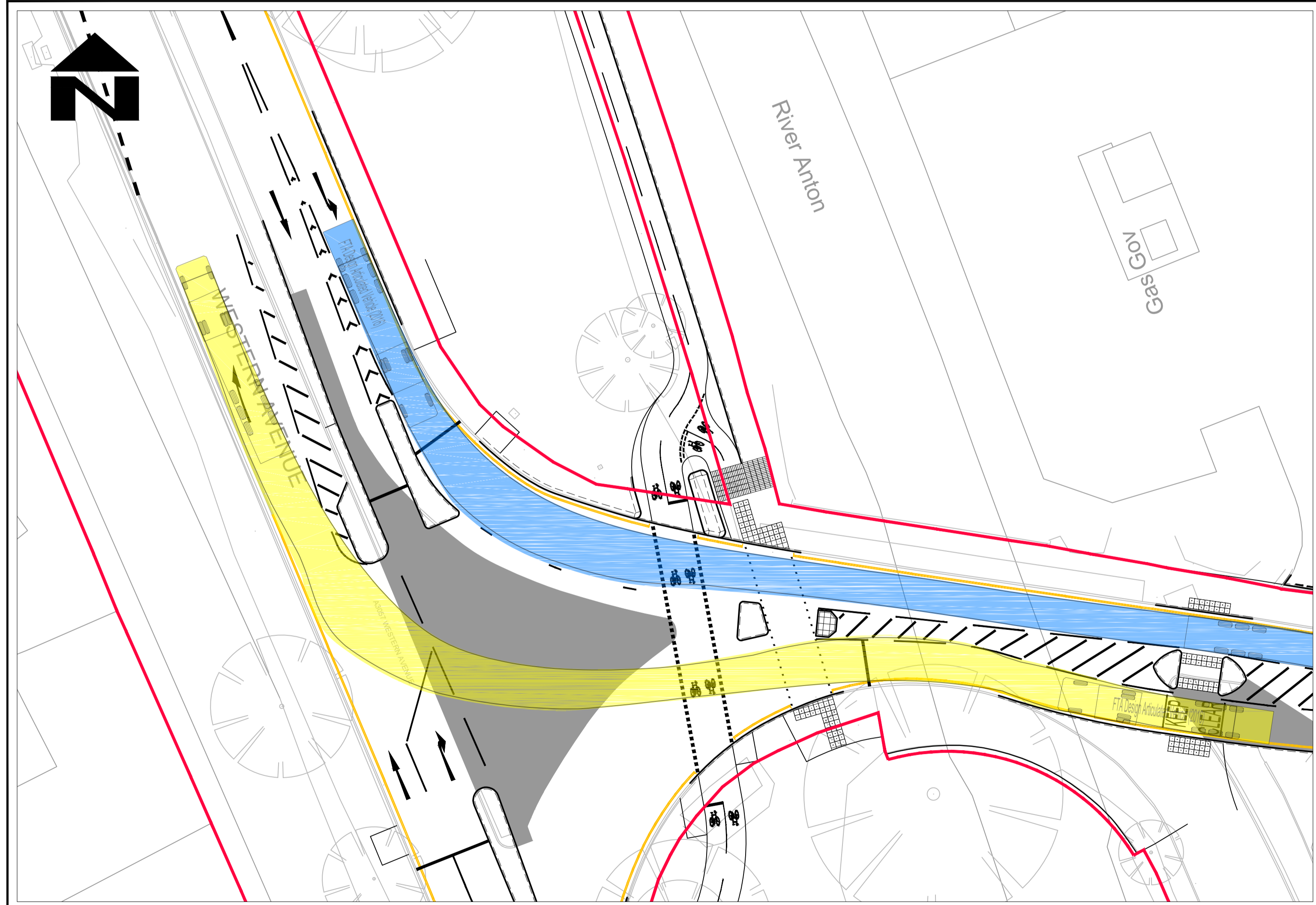
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.370m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

VEHICLE TRACKING KEY

- FORWARD MOVEMENTS

KEY

- PROPOSED KERB
- PROPOSED CARRIAGEWAY WIDENING/ NEW CONSTRUCTION
- PROPOSED WHITE COLOURED ROAD MARKING
- PROPOSED YELLOW COLOURED ROAD MARKING
- EXISTING RETAINED ROAD MARKINGS
- EXISTING HIGHWAY BOUNDARY
- PROPOSED TACTILE PAVING
- PROPOSED PEDESTRIAN FENCING



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ORDNANCE SURVEY 100019180

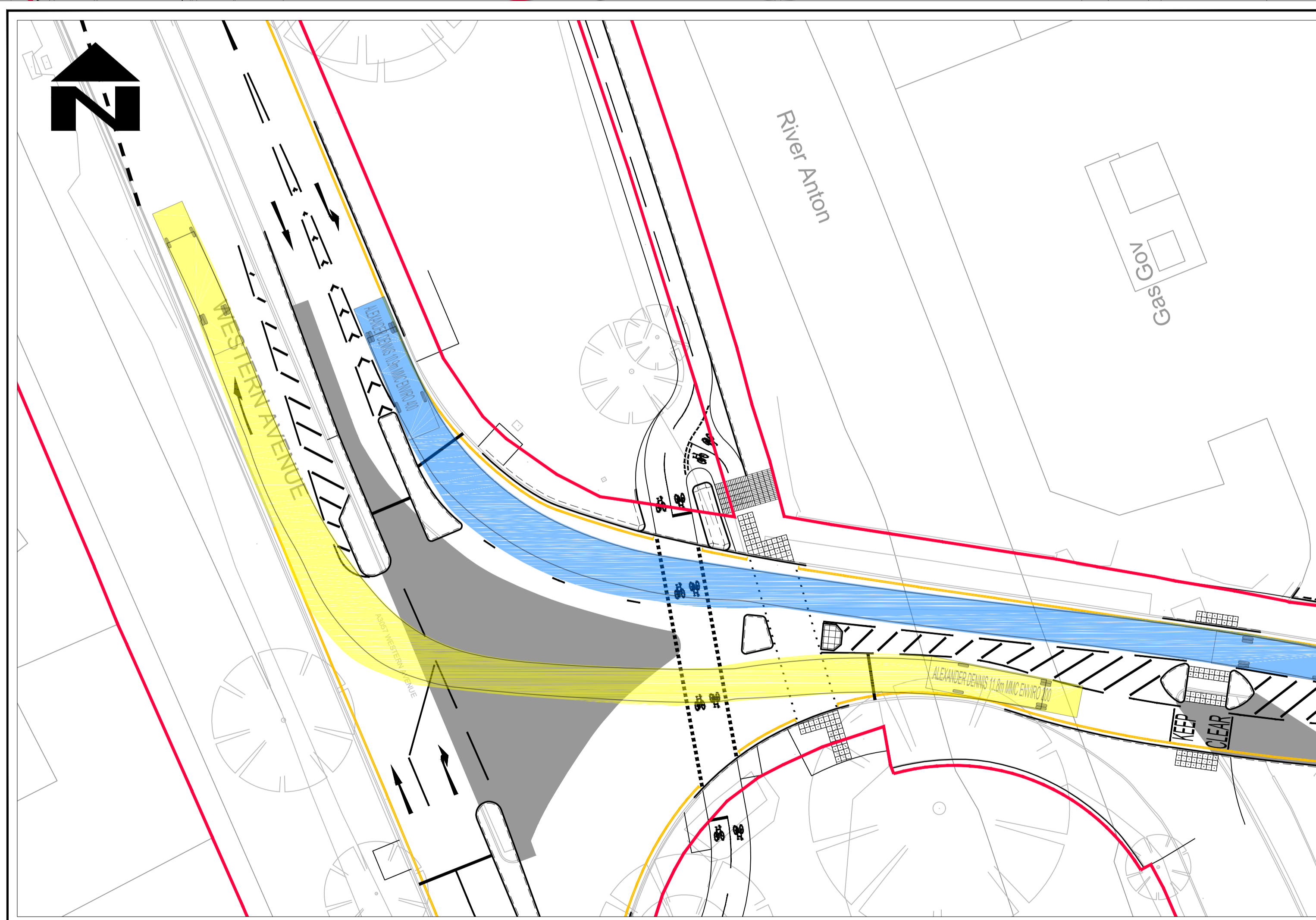
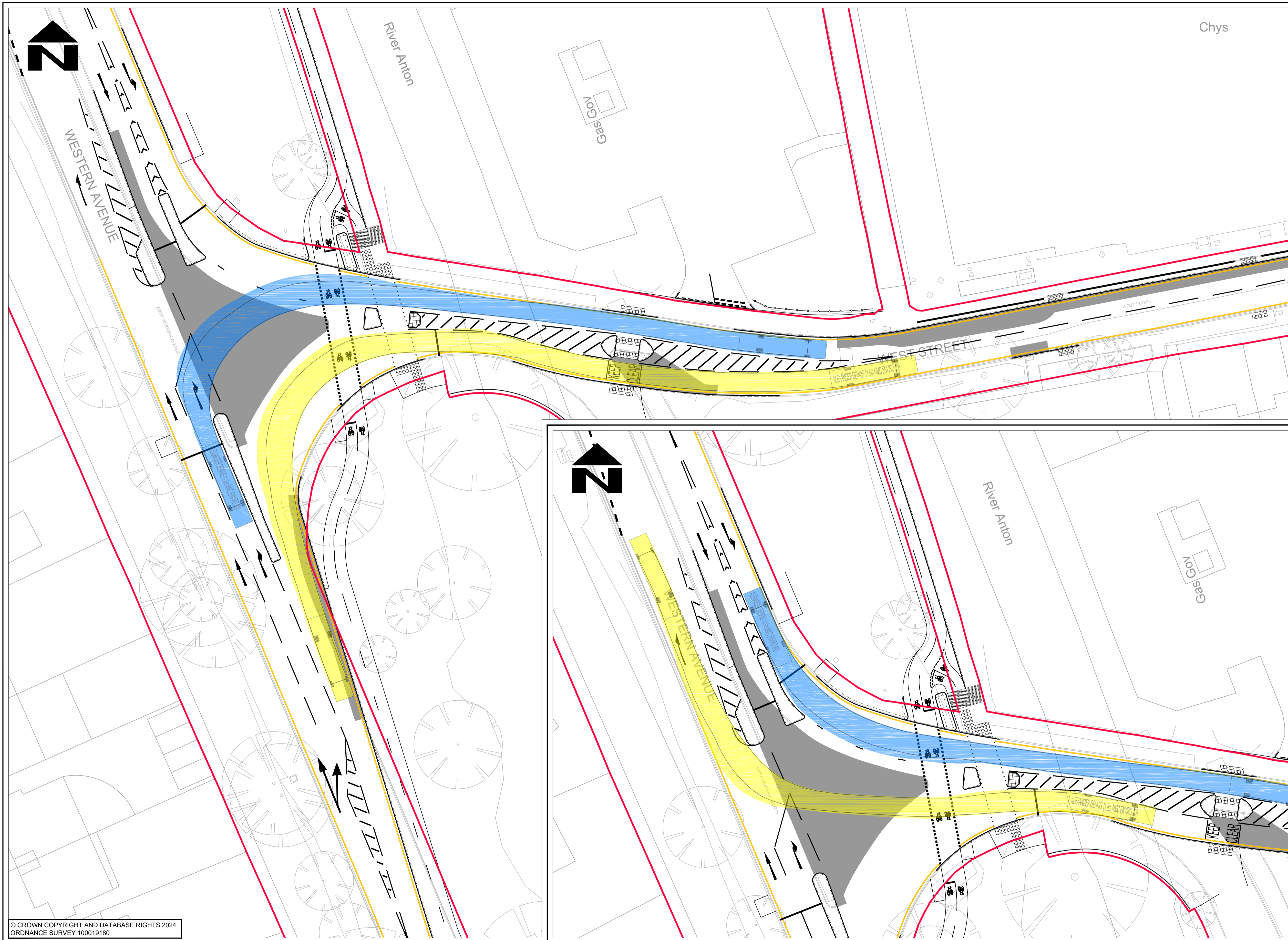
SUIT	REV	PURPOSE OF ISSUE AND DESCRIPTION OF AMENDMENTS	DATE	DESIGNER	CAD	CHKD	APPD
S2	P02	AMENDMENTS FOLLOWING PLANNING PRE-APPLICATION FEEDBACK	27.03.2025	RH/JA	RH	JS	GC
S2	P01	FIT FOR INFORMATION	09.10.2024	RH/JA	RH	JS	GC

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TRANSPORT IMPLEMENTATION**

CONSULTANT
**Hampshire
County Council**
Engineering Services
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HORIZONTAL SCALE @ A1
1:250
VERTICAL SCALE @ A1
N/A
SHEET NUMBER
1 OF 2
SCHEME
ANDOVER - WESTERN AVENUE
JOB No. C.J009625.01

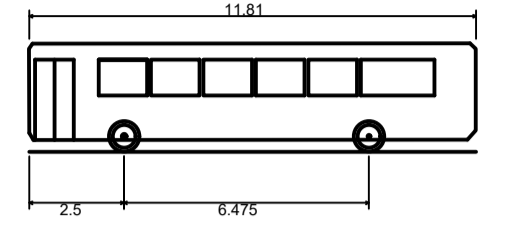
DRAWING TITLE
WEST STREET JUNCTION
SWEEP PATH ANALYSIS
HCC CAD PLOT: 27/3/2025 8:58:40
SUIT REV
S2 P02



NOTES

- DO NOT SCALE FROM THIS DRAWING
- ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
- FORWARD MOVEMENTS TRACKED AT A SPEED OF 10mph IN ACCORDANCE WITH HCC TECHNICAL GUIDANCE NOTE TG2

VEHICLE PROFILE:



ALEXANDER DENNIS 11.8m MMC ENVIRO 200	
Overall Length	11.810m
Overall Width	2.470m
Overall Body Height	2.866m
Min Body Ground Clearance	0.315m
Track Width	2.300m
Lock to lock time	4.00s
Wall to Wall Turning Radius	11.847m

VEHICLE TRACKING KEY

- FORWARD MOVEMENTS
- REVERSE MOVEMENTS
- PARKED VEHICLES

KEY

- PROPOSED KERB
- PROPOSED CARRIAGEWAY WIDENING/ NEW CONSTRUCTION
- PROPOSED WHITE COLOURED ROAD MARKING
- PROPOSED YELLOW COLOURED ROAD MARKING
- EXISTING RETAINED ROAD MARKINGS
- EXISTING HIGHWAY BOUNDARY
- PROPOSED TACTILE PAVING
- PROPOSED PEDESTRIAN FENCING

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ORDNANCE SURVEY 100019180

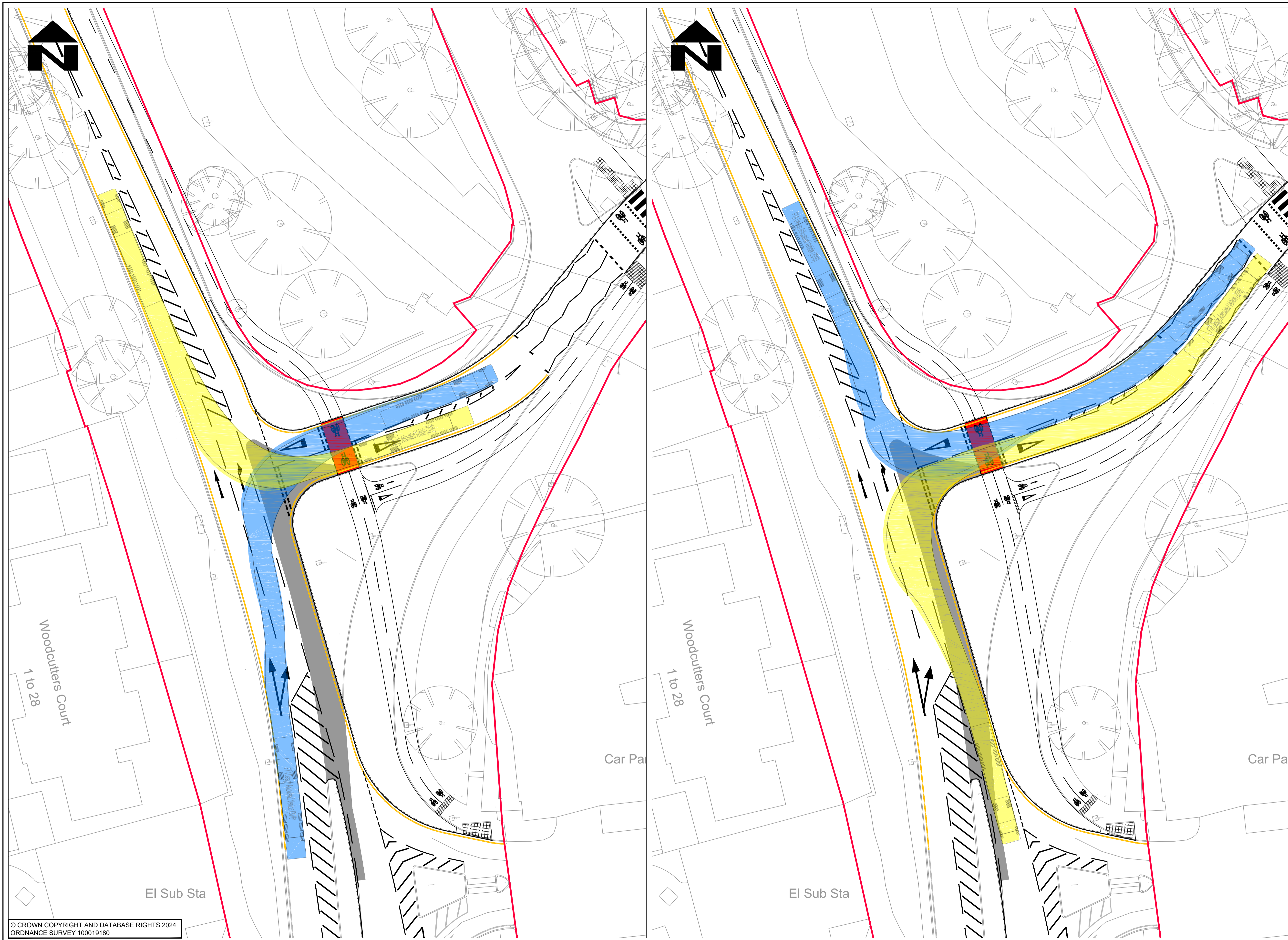
SUIT	REV	PURPOSE OF ISSUE AND DESCRIPTION OF AMENDMENTS	DATE	DESIGNER	CAD	CHKD	APPD
S2	P02	AMENDMENTS FOLLOWING PLANNING PRE-APPLICATION FEEDBACK	27.03.2025	RH/JA	RH	JS	GC
S2	P01	FIT FOR INFORMATION	09.10.2024	RH/JA	RH	JS	GC

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**Hampshire
County Council**
Engineering Services
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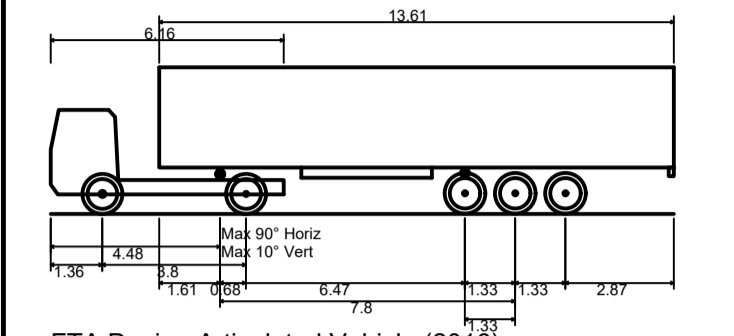
HORIZONTAL SCALE @ A1
1:250
VERTICAL SCALE @ A1
N/A
SHEET NUMBER
2 OF 2
SCHEME
ANDOVER - WESTERN AVENUE
JOB No. C.J009625.01

DRAWING TITLE
WEST STREET JUNCTION
SWEEP PATH ANALYSIS
HCC CAD PLOT: 27/03/2025 9:06:02
SUIT REV
S2 P02



- NOTES**
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
 - FORWARD MOVEMENTS TRACKED AT A SPEED OF 10mph IN ACCORDANCE WITH HCC TECHNICAL GUIDANCE NOTE TG2

VEHICLE PROFILE



FTA Design Articulated Vehicle (2016)	16.480m
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

VEHICLE TRACKING KEY



KEY

- PROPOSED KERB
- PROPOSED CARRIAGEWAY WIDENING/ NEW CONSTRUCTION
- PROPOSED WHITE COLOURED ROAD MARKING
- PROPOSED YELLOW COLOURED ROAD MARKING
- EXISTING RETAINED ROAD MARKINGS
- EXISTING HIGHWAY BOUNDARY
- PROPOSED TACTILE PAVING

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ORDNANCE SURVEY 100019180

SUIT	REV	PURPOSE OF ISSUE AND DESCRIPTION OF AMENDMENTS	DATE	DESIGNER	CAD	CHKD	APPD
S2	P02	AMENDMENTS FOLLOWING PLANNING PRE-APPLICATION FEEDBACK	27.03.2025	RH	RH	JS	GC
S2	P01	FIT FOR INFORMATION	09.10.2024	RH	RH	JS	GC

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UNIVERSAL SERVICES DIRECTORATE
TRANSPORT IMPLEMENTATION**

CONSULTANT
**Hampshire
County Council
Engineering Services**
TIM LAWTON BEng CEng FICE FCIHT - ASSISTANT DIRECTOR OF UNIVERSAL SERVICES

HORIZONTAL SCALE @ A1
1:250
VERTICAL SCALE @ A1
N/A
SHEET NUMBER
1 OF 1
SCHEME
ANDOVER - WESTERN AVENUE
JOB No. C.J009625.01

DRAWING TITLE
**WATERLOO COURT
JUNCTION
SWEEP PATH ANALYSIS**
HCC CAD PLOT: 27/3/2025 10:17:17
SUIT REV
S2 P02

Appendix F ATE Review Tool

Route Check

Results Summary

1. Summary of Scheme

Scheme Name	Western Avenue - Andover	
Scheme Reference	CMS3931	
Local Authority	Hampshire County Council	
Design Stage	Preliminary	
Route Length Assessed in this File (km)	0.18	

2. Policy Check Results

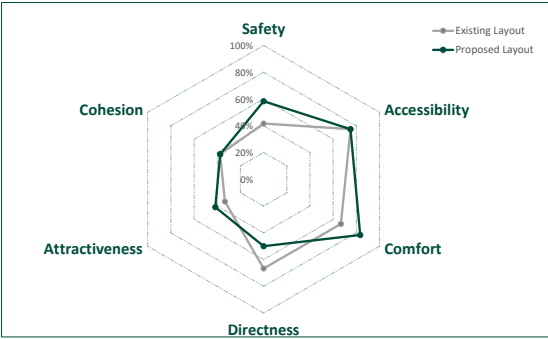
Potential Policy Conflicts	Existing Route	Designed Route	Removed	Introduced	Remaining
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3. Safety Check Results (Critical Issues Only)

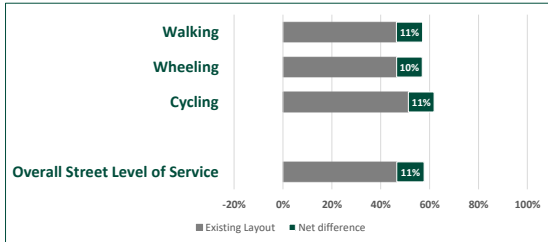
Critical Issues	Existing Route	Designed Route	Removed	Introduced	Remaining
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4. Street Check Results

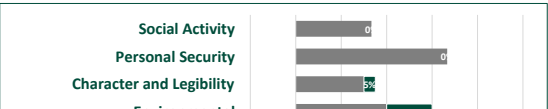
Categories	Existing Layout	Proposed Layout	Net difference
Safety	42%	58%	17%
Accessibility	75%	75%	0%
Comfort	67%	83%	17%
Directness	67%	50%	-17%
Attractiveness	33%	42%	8%
Cohesion	38%	38%	0%
Overall Street Level of Service	47%	58%	11%



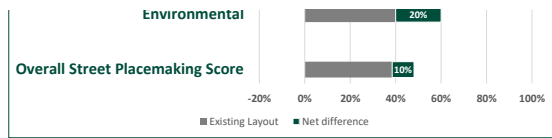
Mode	Existing Layout	Proposed Layout	Net difference
Walking	46%	57%	11%
Wheeling	47%	57%	10%
Cycling	51%	62%	11%
Overall Street Level of Service	47%	58%	11%



Categories	Existing Layout	Proposed Layout	Net difference
Social Activity	33%	33%	0%



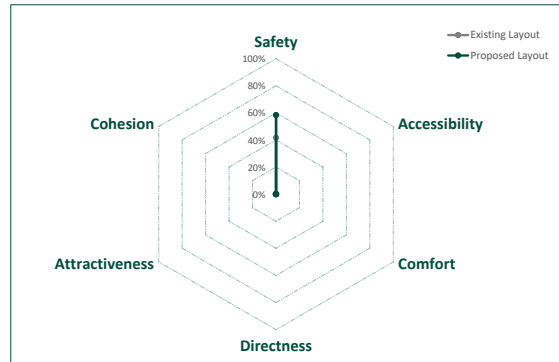
Personal Security	67%	67%	0%
Character and Legibility	30%	35%	5%
Environmental	40%	60%	20%
Overall Street Placemaking Score	38%	48%	10%



5. Path Check Results

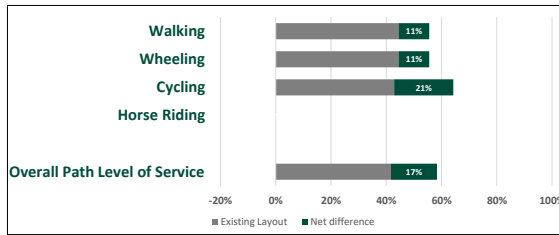
Path Level of Service

Categories	Existing Layout	Proposed Layout	Net difference
Safety	42%	58%	17%
Accessibility			
Comfort			
Directness			
Attractiveness			
Cohesion			
Overall Path Level of Service	42%	58%	17%



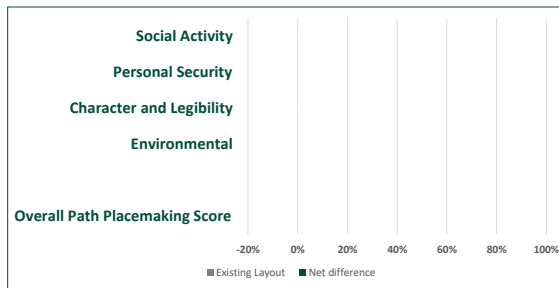
Path Level of Service by Transport Mode

Mode	Existing Layout	Proposed Layout	Net difference
Walking	44%	56%	11%
Wheeling	44%	56%	11%
Cycling	43%	64%	21%
Horse Riding	N/A	N/A	N/A
Overall Path Level of Service	42%	58%	17%



Path Placemaking

Categories	Existing Layout	Proposed Layout	Net difference
Social Activity			
Personal Security			
Character and Legibility			
Environmental			
Overall Path Placemaking Score			



6. Junction Assessment Tool Check

Junction Level of Service

Junction Name	Modes	Existing Layout	Proposed Layout	Net difference
Not Completed	Walking & Wheeling	Not Completed	Not Completed	
	Cycling	Not Completed	Not Completed	
	All	Not Completed	Not Completed	
	Walking & Wheeling			
	Cycling			
	All			
	Walking & Wheeling			
	Cycling			
	All			
	Walking & Wheeling			
	Cycling			
	All			
	Walking & Wheeling			
	Cycling			
	All			
Overall	Walking & Wheeling			
	Cycling			
	All			



Route Check

Results Summary

Overview	Complete	Remaining Issues for review	Next steps	Review Statement
Policy Conflicts	Yes	2	View Comments in Policy Check and Policy Conflict Log tabs	Use the space to provide overall feedback for the proposed scheme.
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 Check 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 ATE Score	47%	58%	11%



Route Check

Results Summary

1. Summary of Scheme

		Network Map
Scheme Name	Western Avenue - Andover	Requires copying from Summary of Scheme Tab
Scheme Reference	CMS3931	
Local Authority	Hampshire County Council	
Design Stage	Preliminary	
Route Length Assessed in this File (km)	0.4	

2. Policy Check Results

Potential Policy Conflicts	Existing Route	Designed Route	Removed	Introduced	Remaining
	1	0	1	0	0

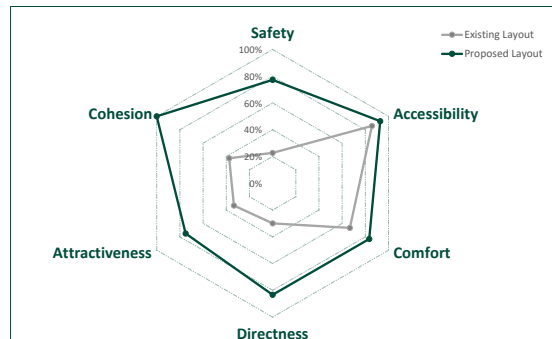
3. Safety Check Results (Critical Issues Only)

Critical Issues	Existing Route	Designed Route	Removed	Introduced	Remaining
	0	0	0	0	0

4. Street Check Results

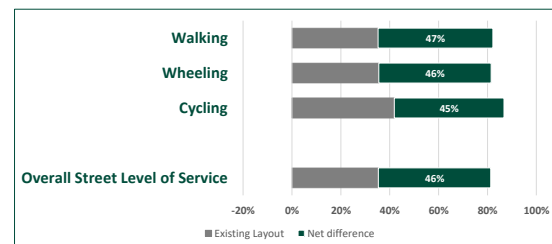
Street Level of Service

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%
Overall Street Level of Service	35%	81%	46%



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%
Overall Street Level of Service	35%	81%	46%

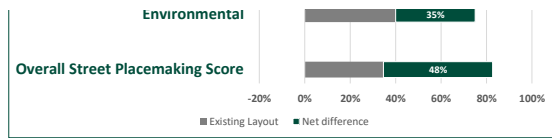


Street Placemaking

Categories	Existing Layout	Proposed Layout	Net difference
Social Activity	33%	100%	67%



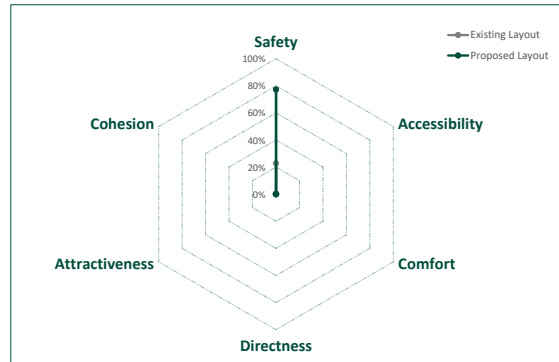
Personal Security	50%	67%	17%
Character and Legibility	25%	90%	65%
Environmental	40%	75%	35%
Overall Street Placemaking Score	35%	83%	48%



5. Path Check Results

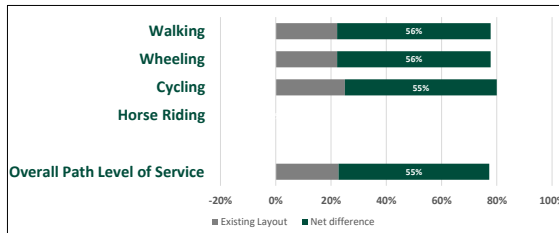
Path Level of Service

Categories	Existing Layout	Proposed Layout	Net difference
Safety	23%	77%	55%
Accessibility			
Comfort			
Directness			
Attractiveness			
Cohesion			
Overall Path Level of Service	23%	77%	55%



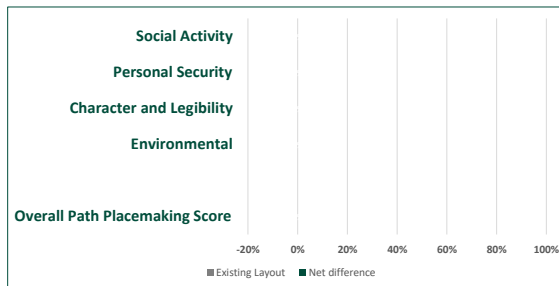
Path Level of Service by Transport Mode

Mode	Existing Layout	Proposed Layout	Net difference
Walking	22%	78%	56%
Wheeling	22%	78%	56%
Cycling	25%	80%	55%
Horse Riding	N/A	N/A	N/A
Overall Path Level of Service	23%	77%	55%



Path Placemaking

Categories	Existing Layout	Proposed Layout	Net difference
Social Activity			
Personal Security			
Character and Legibility			
Environmental			
Overall Path Placemaking Score			



6. Junction Assessment Tool Check

Junction Level of Service

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

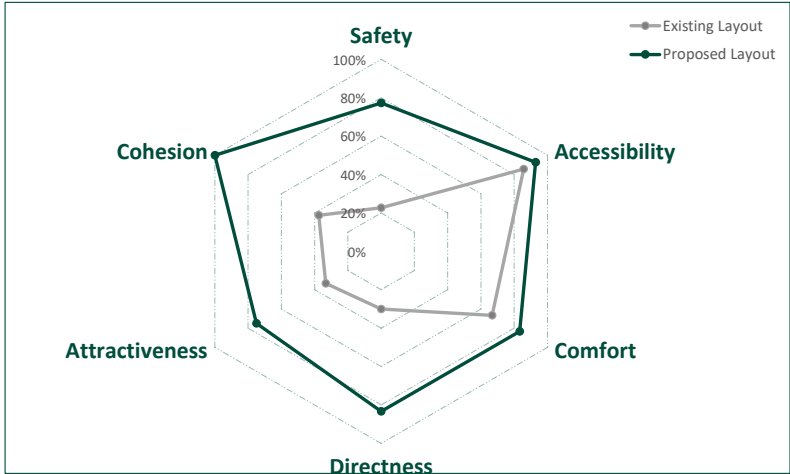


Route Check

Results Summary

Overview	Complete	Remaining Issues for review	Next steps	Review Statement
Policy Conflicts	Yes	0	No further action	Use the space to provide overall feedback for the proposed scheme.
Critical Issues	No	Complete Safety Check and Critical Issues Log	Complete Safety Check and Critical Issues Log	
Net difference				
Safety Check	Yes	55%	The proposed design will likely improve safety	
Street Check	Yes	46%	The proposed design will likely improve the route quality	
Street Placemaking	Yes	48%	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 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%
Overall ATE Score	35%	81%	46%



Appendix G Survey Data

Available upon request.

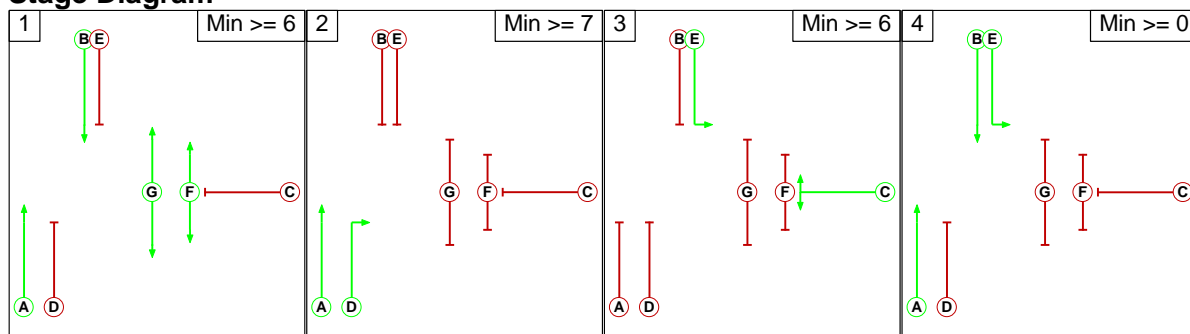
Appendix H Western Avenue / West Street Model Results

Basic Results Summary
Basic Results Summary

User and Project Details

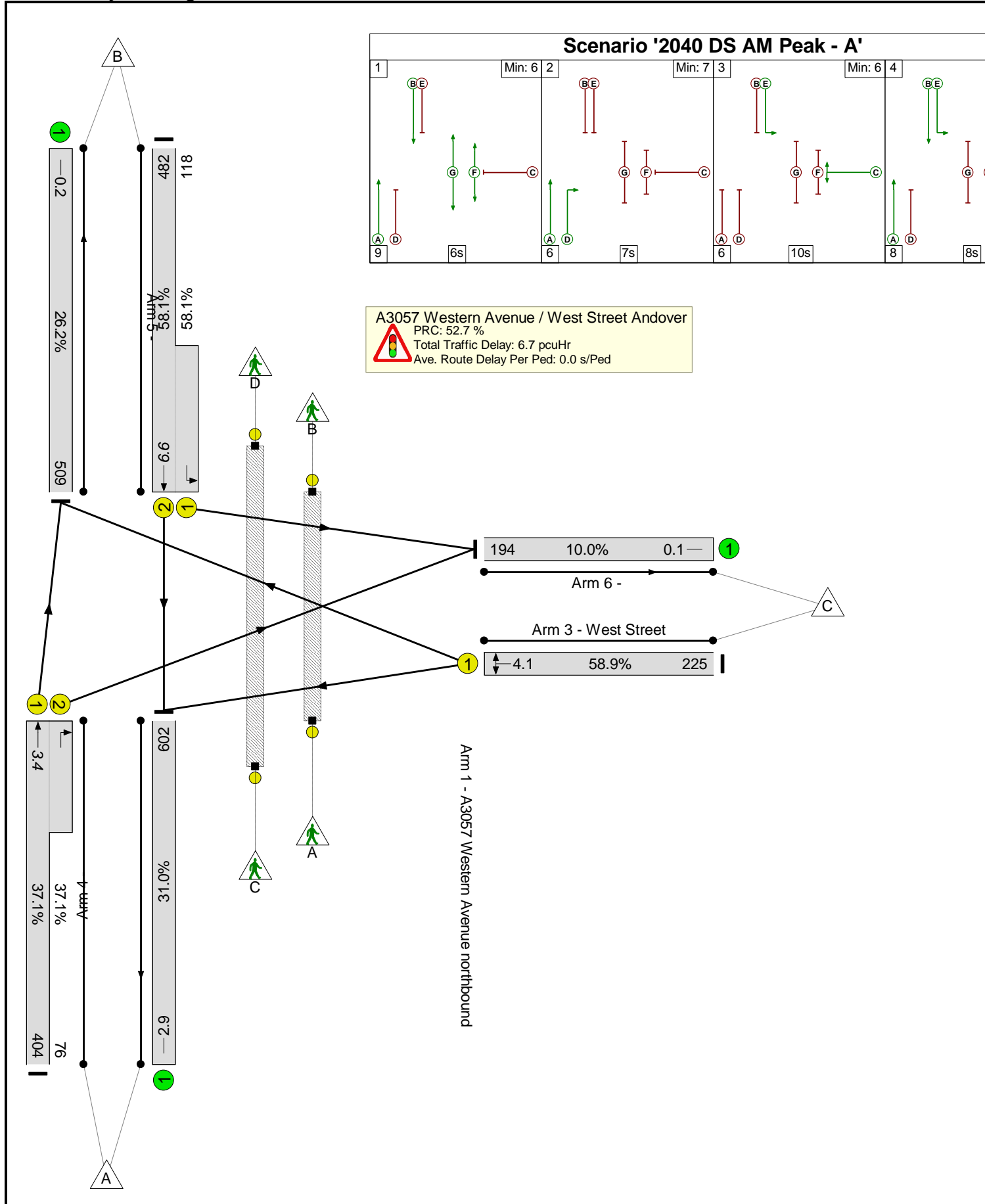
Project:	Western Avenue Andover Central
Title:	
Location:	A3057 Western Avenue / West Street, Andover
Site Ref(s):	TBD
Design Layout Ref:	A3057 Western Avenue / West Street, Andover
Date Started:	08/02/2024
Additional detail:	
File name:	A3057 Western Avenue - West Street - Final Model_March 2025.lsg3x
Author:	Lewis Young
Company:	HCC ITS Group
Address:	

Stage Diagram



Scenario 4: '2040 DS AM Peak - A' (FG4: '2040 DS Flows - AM Peak - A', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

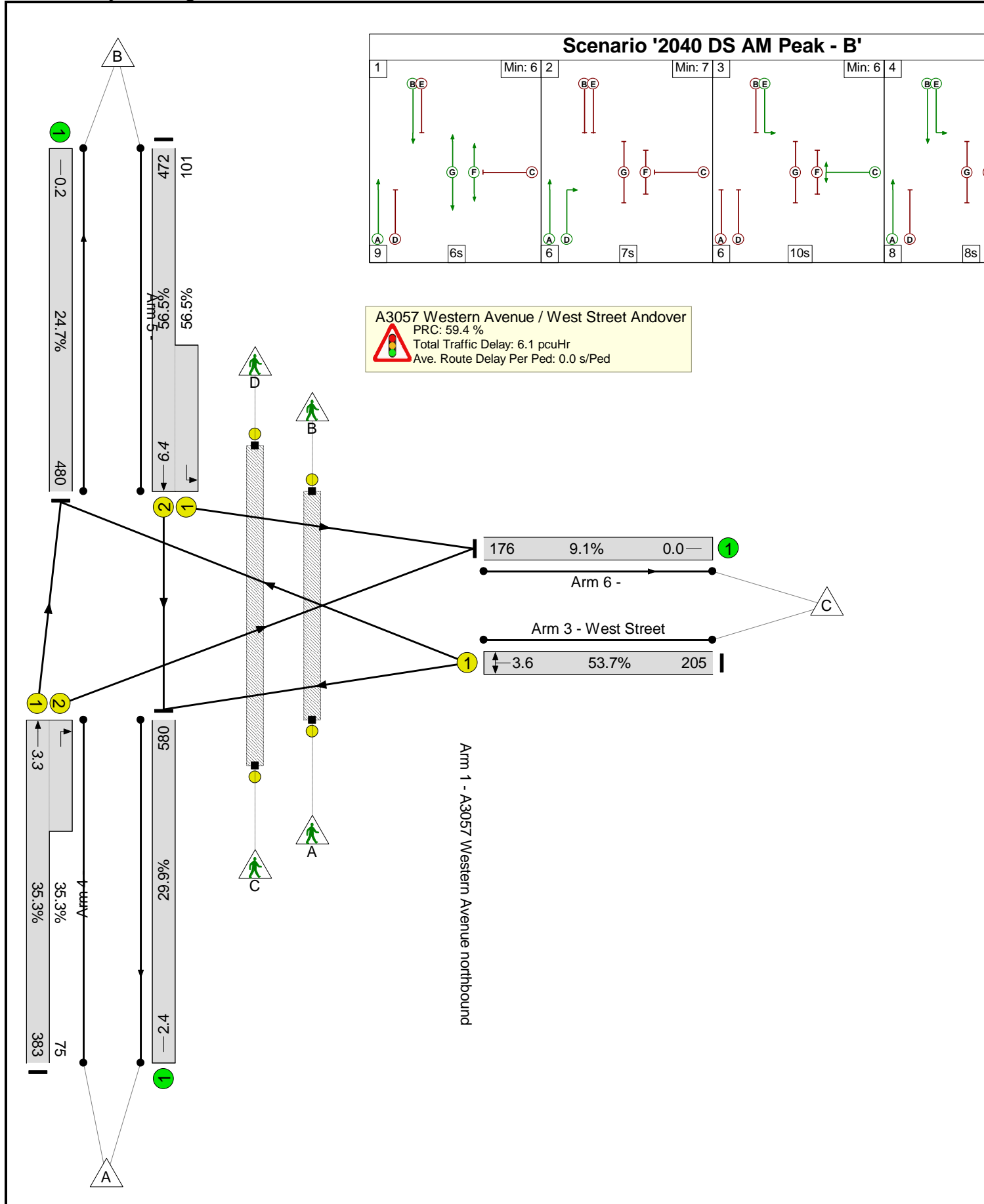
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	58.9%	0	0	0	6.7	-	-
A3057 Western Avenue / West Street Andover	-	-	-		-	-	-	-	-	-	58.9%	0	0	0	6.7	-	-
1/1+1/2	A3057 Western Avenue northbound Ahead Right	U	A D		1	36:7	-	480	1965:1914	1090+205	37.1 : 37.1%	-	-	-	1.4 (0.9+0.5)	10.6 (7.8:25.7)	3.4
2/2+2/1	A3057 Western Avenue southbound Ahead Left	U	B E		1	25:26	-	600	1990:2064	830+203	58.1 : 58.1%	-	-	-	2.7 (2.3+0.5)	16.3 (16.9:13.8)	6.6
3/1	West Street Left Right	U	C		1	11	-	225	1909	382	58.9%	-	-	-	2.1	33.2	4.1
4/1		U	-		-	-	-	602	1940	1940	31.0%	-	-	-	0.2	1.4	2.9
5/1		U	-		-	-	-	509	1940	1940	26.2%	-	-	-	0.2	1.3	0.2
6/1		U	-		-	-	-	194	1940	1940	10.0%	-	-	-	0.1	1.0	0.1
Ped Link: P1	Toucan X West Street	-	F		1	6	-	0	-	7200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Cycle Super Highway X West Street	-	G		1	7	-	0	-	8400	0.0%	-	-	-	0.0	0.0	0.0
		C1		PRC for Signalled Lanes (%):		52.7		Total Delay for Signalled Lanes (pcuHr):		6.19		Cycle Time (s):		60			
				PRC Over All Lanes (%):		52.7		Total Delay Over All Lanes(pcuHr):		6.65							

Basic Results Summary

Scenario 5: '2040 DS AM Peak - B' (FG5: '2040 DS Flows - AM Peak - B', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

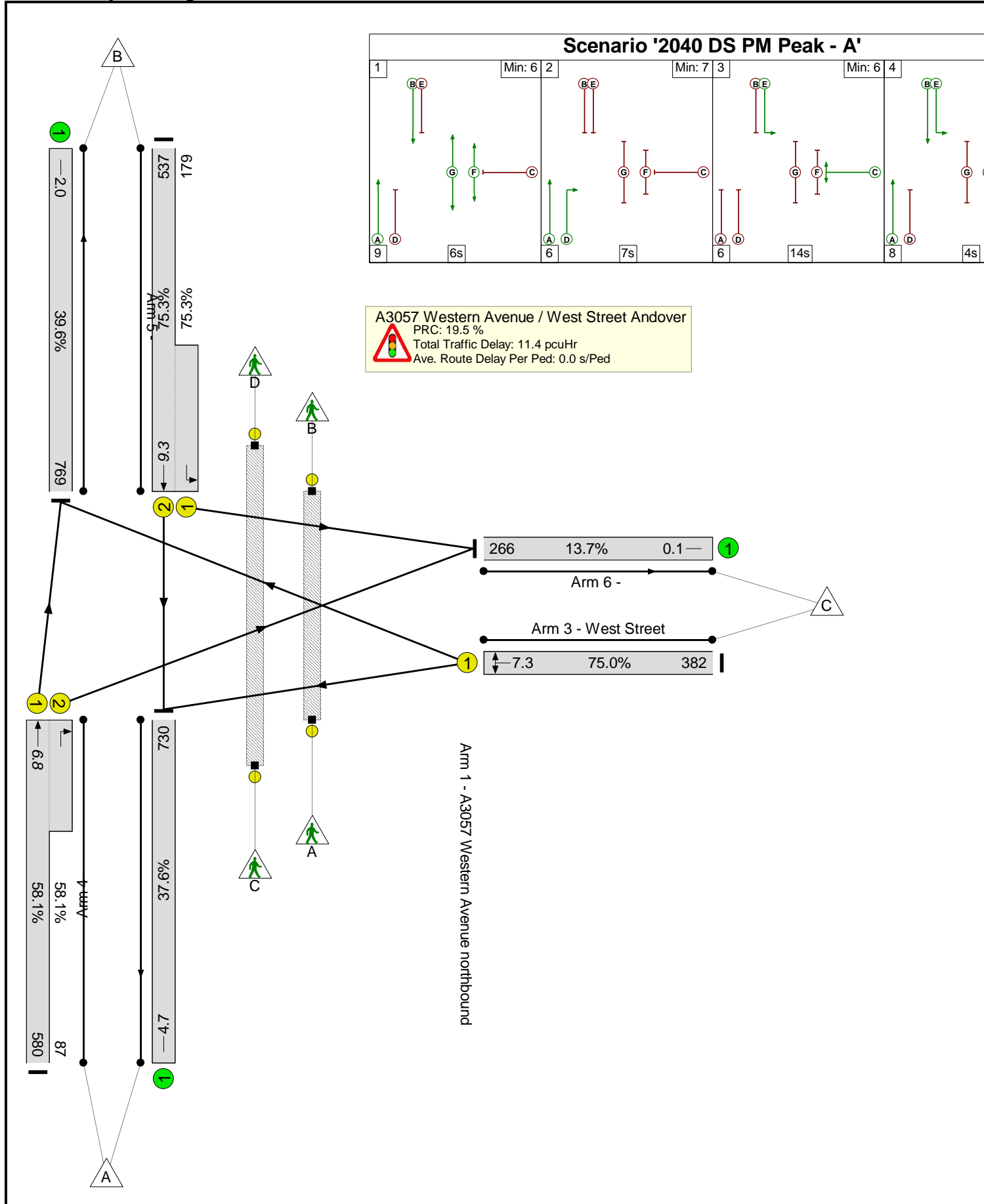


Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	56.5%	0	0	0	6.1	-	-
A3057 Western Avenue / West Street Andover	-	-	-		-	-	-	-	-	-	56.5%	0	0	0	6.1	-	-
1/1+1/2	A3057 Western Avenue northbound Ahead Right	U	A D		1	36:7	-	458	1965:1914	1085+213	35.3 : 35.3%	-	-	-	1.3 (0.8+0.5)	10.6 (7.6:25.6)	3.3
2/2+2/1	A3057 Western Avenue southbound Ahead Left	U	B E		1	25:26	-	573	1990:2064	836+179	56.5 : 56.5%	-	-	-	2.6 (2.2+0.4)	16.2 (16.7:13.6)	6.4
3/1	West Street Left Right	U	C		1	11	-	205	1909	382	53.7%	-	-	-	1.8	31.6	3.6
4/1		U	-		-	-	-	580	1940	1940	29.9%	-	-	-	0.2	1.3	2.4
5/1		U	-		-	-	-	480	1940	1940	24.7%	-	-	-	0.2	1.2	0.2
6/1		U	-		-	-	-	176	1940	1940	9.1%	-	-	-	0.0	1.0	0.0
Ped Link: P1	Toucan X West Street	-	F		1	6	-	0	-	7200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Cycle Super Highway X West Street	-	G		1	7	-	0	-	8400	0.0%	-	-	-	0.0	0.0	0.0
		C1		PRC for Signalled Lanes (%):		59.4		Total Delay for Signalled Lanes (pcuHr):		5.72		Cycle Time (s):		60			
				PRC Over All Lanes (%):		59.4		Total Delay Over All Lanes(pcuHr):		6.15							

Network Layout Diagram

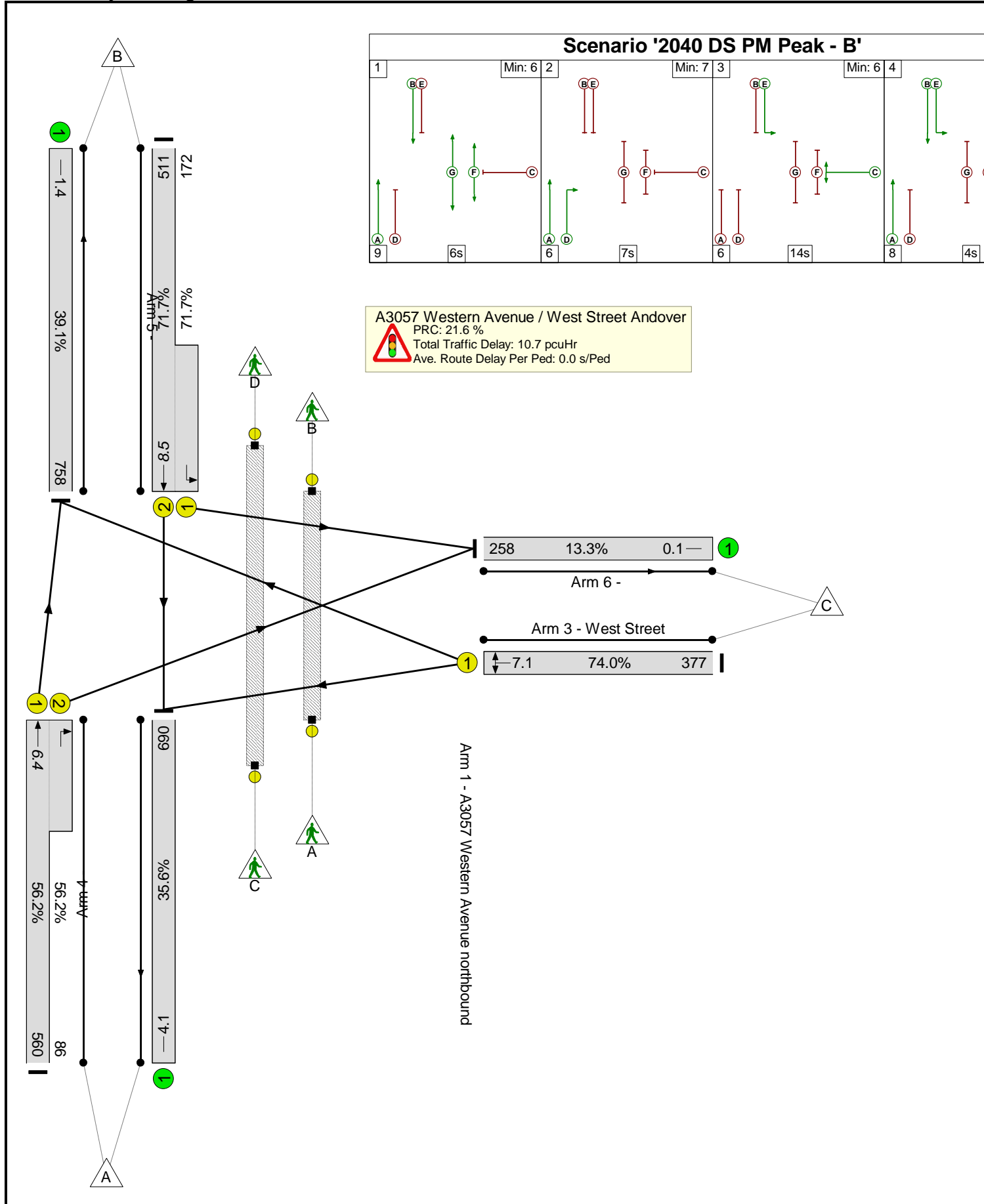


Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)		
Network	-	-	-		-	-	-	-	-	-	75.3%	0	0	0	11.4	-	-		
A3057 Western Avenue / West Street Andover	-	-	-		-	-	-	-	-	-	75.3%	0	0	0	11.4	-	-		
1/1+1/2	A3057 Western Avenue northbound Ahead Right	U	A D		1	32:7	-	667	1965:1914	998+150	58.1 : 58.1%	-	-	-	2.7 (2.0+0.7)	14.3 (12.4:27.4)	6.8		
2/2+2/1	A3057 Western Avenue southbound Ahead Left	U	B E		1	21:26	-	716	1990:2064	713+238	75.3 : 75.3%	-	-	-	4.5 (3.6+0.9)	22.4 (24.0:17.5)	9.3		
3/1	West Street Left Right	U	C		1	15	-	382	1909	509	75.0%	-	-	-	3.6	34.0	7.3		
4/1		U	-		-	-	-	730	1940	1940	37.6%	-	-	-	0.3	1.5	4.7		
5/1		U	-		-	-	-	769	1940	1940	39.6%	-	-	-	0.3	1.5	2.0		
6/1		U	-		-	-	-	266	1940	1940	13.7%	-	-	-	0.1	1.1	0.1		
Ped Link: P1	Toucan X West Street	-	F		1	6	-	0	-	7200	0.0%	-	-	-	0.0	0.0	0.0		
Ped Link: P2	Cycle Super Highway X West Street	-	G		1	7	-	0	-	8400	0.0%	-	-	-	0.0	0.0	0.0		
C1		PRC for Signalled Lanes (%):		19.5		PRC Over All Lanes (%):		19.5		Total Delay for Signalled Lanes (pcuHr):		10.72		Total Delay Over All Lanes(pcuHr):		11.43		Cycle Time (s): 60	

Network Layout Diagram



Basic Results Summary

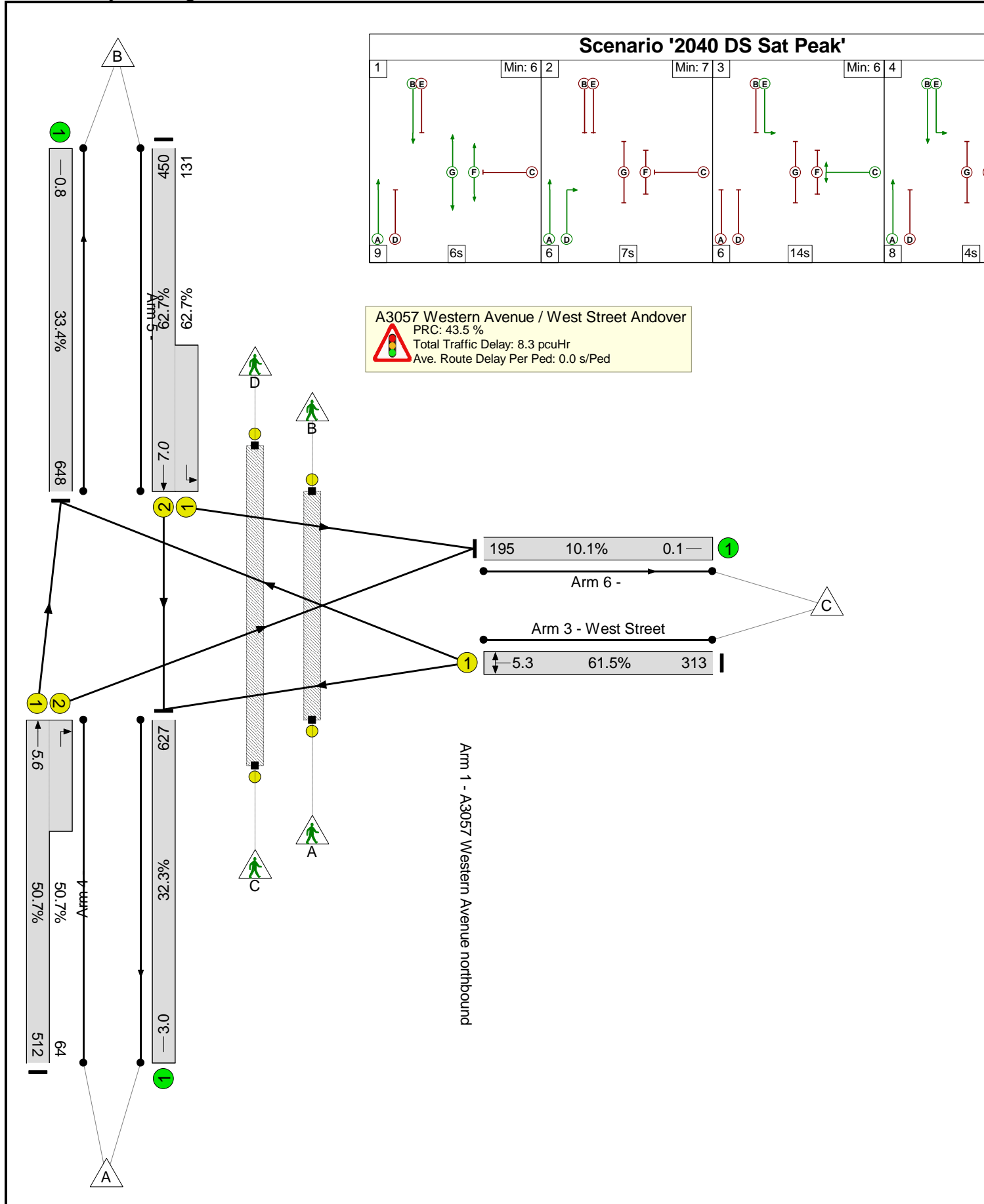
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)					
Network	-	-	-		-	-	-	-	-	-	74.0%	0	0	0	10.7	-	-					
A3057 Western Avenue / West Street Andover	-	-	-		-	-	-	-	-	-	74.0%	0	0	0	10.7	-	-					
1/1+1/2	A3057 Western Avenue northbound Ahead Right	U	A D		1	32:7	-	646	1965:1914	996+153	56.2 : 56.2%	-	-	-	2.5 (1.9+0.6)	14.1 (12.1:27.2)	6.4					
2/2+2/1	A3057 Western Avenue southbound Ahead Left	U	B E		1	21:26	-	683	1990:2064	713+240	71.7 : 71.7%	-	-	-	4.0 (3.2+0.8)	21.2 (22.8:16.5)	8.5					
3/1	West Street Left Right	U	C		1	15	-	377	1910	509	74.0%	-	-	-	3.5	33.4	7.1					
4/1		U	-		-	-	-	690	1940	1940	35.6%	-	-	-	0.3	1.5	4.1					
5/1		U	-		-	-	-	758	1940	1940	39.1%	-	-	-	0.3	1.5	1.4					
6/1		U	-		-	-	-	258	1940	1940	13.3%	-	-	-	0.1	1.1	0.1					
Ped Link: P1	Toucan X West Street	-	F		1	6	-	0	-	7200	0.0%	-	-	-	0.0	0.0	0.0					
Ped Link: P2	Cycle Super Highway X West Street	-	G		1	7	-	0	-	8400	0.0%	-	-	-	0.0	0.0	0.0					
		C1	PRC for Signalled Lanes (%):		21.6		PRC Over All Lanes (%):		21.6		Total Delay for Signalled Lanes (pcuHr):		10.05		Total Delay Over All Lanes(pcuHr):		10.73		Cycle Time (s):		60	

Basic Results Summary

Scenario 8: '2040 DS Sat Peak' (FG9: '2040 DS Flows - SAT Off Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	62.7%	0	0	0	8.3	-	-
A3057 Western Avenue / West Street Andover	-	-	-		-	-	-	-	-	-	62.7%	0	0	0	8.3	-	-
1/1+1/2	A3057 Western Avenue northbound Ahead Right	U	A D		1	32:7	-	576	1965:1914	1011+126	50.7 : 50.7%	-	-	-	2.1 (1.6+0.5)	13.1 (11.4:26.6)	5.6
2/2+2/1	A3057 Western Avenue southbound Ahead Left	U	B E		1	21:26	-	581	1990:2064	717+209	62.7 : 62.7%	-	-	-	3.1 (2.6+0.5)	19.4 (20.7:14.9)	7.0
3/1	West Street Left Right	U	C		1	15	-	313	1908	509	61.5%	-	-	-	2.5	28.4	5.3
4/1		U	-		-	-	-	627	1940	1940	32.3%	-	-	-	0.2	1.4	3.0
5/1		U	-		-	-	-	648	1940	1940	33.4%	-	-	-	0.3	1.4	0.8
6/1		U	-		-	-	-	195	1940	1940	10.1%	-	-	-	0.1	1.0	0.1
Ped Link: P1	Toucan X West Street	-	F		1	6	-	0	-	7200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Cycle Super Highway X West Street	-	G		1	7	-	0	-	8400	0.0%	-	-	-	0.0	0.0	0.0
		C1	PRC for Signalled Lanes (%):		43.5		43.5		Total Delay for Signalled Lanes (pcuHr):		7.70		Cycle Time (s):		60		
			PRC Over All Lanes (%):		43.5		43.5		Total Delay Over All Lanes(pcuHr):		8.25						

Appendix I Western Avenue / Waterloo Court Model Results

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
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Filename: Waterloo Court - PICADY model.j10
Path: J:\332612230 - Western Avenue, Andover\5500 - Transport\06 - Modelling\Local Modelling\Western Avenue - Waterloo Court PICADY
Report generation date: 09/04/2025 10:03:24

- »Baseline - 2040 DS AM-1, AM-1
- »Baseline - 2040 DS AM-2, AM-2
- »Baseline - 2040 DS PM-1, PM-1
- »Baseline - 2040 DS PM-2, PM-2
- »Baseline - 2040 DS SAT, SAT

Summary of junction performance

	AM-1					AM-2					PM-1					PM-2						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)
Baseline - 2040 DS AM-1																						
Stream B-AC	D1	0.1	9.79	0.12	A																	
Stream C-AB		0.1	6.84	0.09	A																	
Baseline - 2040 DS AM-2																						
Stream B-AC						D2	0.1	9.27	0.11	A												
Stream C-AB							0.1	7.44	0.11	A												
Baseline - 2040 DS PM-1																						
Stream B-AC											D3	2.3	31.49	0.71	D							
Stream C-AB												0.2	8.25	0.14	A							
Baseline - 2040 DS PM-2																						
Stream B-AC																D4	1.7	24.54	0.64	C		
Stream C-AB													0.1	7.73	0.10	A						
Baseline - 2040 DS SAT																						
Stream B-AC																					D5	1.7
Stream C-AB																						0.2

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

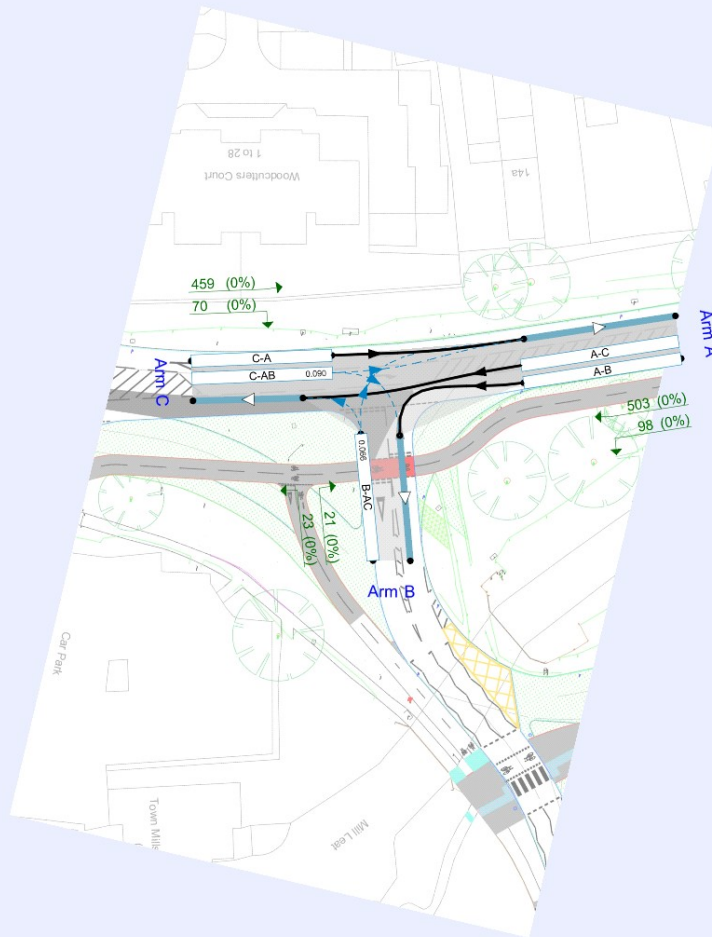
File summary

File Description

Title	Western Avenue / Waterloo Court - PICADY Model
Location	A3057 Western Avenue / Waterloo Court, Andover
Site number	n/a
Date	28/05/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	IT2000\envcly
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC (l)

Time Segment: 08:00-08:15

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2040 DS AM-1	AM-1	ONE HOUR	08:00	09:30	15
D2	2040 DS AM-2	AM-2	ONE HOUR	07:45	09:15	15
D3	2040 DS PM-1	PM-1	ONE HOUR	16:15	17:45	15
D4	2040 DS PM-2	PM-2	ONE HOUR	16:45	18:15	15
D5	2040 DS SAT	SAT	ONE HOUR	10:45	12:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Baseline	100.000

Baseline - 2040 DS AM-1, AM-1

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - 2040 DS AM-1, AM-1	Demand Set 13: Scenario Name includes Time Period Name ('AM-1'). Are you sure this is correct?
Warning	Demand Sets	D2 - 2040 DS AM-2, AM-2	Demand Set 14: Scenario Name includes Time Period Name ('AM-2'). Are you sure this is correct?
Warning	Demand Sets	D3 - 2040 DS PM-1, PM-1	Demand Set 15: Scenario Name includes Time Period Name ('PM-1'). Are you sure this is correct?
Warning	Demand Sets	D4 - 2040 DS PM-2, PM-2	Demand Set 16: Scenario Name includes Time Period Name ('PM-2'). Are you sure this is correct?
Warning	Demand Sets	D5 - 2040 DS SAT, SAT	Demand Set 17: Scenario Name includes Time Period Name ('SAT'). Are you sure this is correct?
Warning	Profile Type	D1 - 2040 DS AM-1, AM-1	'O-D data varies over time' option has been selected but all arms use ONE HOUR profile type, which shapes the flows over time automatically. Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Western Avenue / Waterloo Court	T-Junction	Two-way	Two-way	Two-way		0.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.48	A

Arms

Arms

Arm	Name	Description	Arm type
A	Western Avenue North		Major
B	Waterloo Court		Minor
C	Western Avenue South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	10.00		✓	3.00	100.0	✓	4.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.20	100	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	572	0.086	0.218	0.137	0.311
B-C	701	0.089	0.224	-	-
C-B	687	0.220	0.220	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2040 DS AM-1	AM-1	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	601	100.000
B		✓	44	100.000
C		✓	529	100.000

Origin-Destination Data

Demand (PCU/hr)

08:00 - 08:15

		To		
		A	B	C
From	A	0	98	503
	B	21	0	23
	C	459	70	0

Demand (PCU/hr)

08:15 - 08:30

		To		
		A	B	C
From	A	0	20	700
	B	36	0	28
	C	604	16	0

Demand (PCU/hr)

08:30 - 08:45

		To		
		A	B	C
From	A	0	20	700
	B	36	0	28
	C	604	16	0

Demand (PCU/hr)

08:45 - 09:00

		To		
		A	B	C
From	A	0	20	700
	B	208	0	172
	C	604	16	0

Demand (PCU/hr)

09:00 - 09:15

		To		
		A	B	C
From	A	0	20	700
	B	36	0	32
	C	604	16	0

Demand (PCU/hr)

09:15 - 09:30

		To		
		A	B	C
From	A	0	20	700
	B	79	0	65
	C	604	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	9.79	0.1	A
C-AB	0.09	6.84	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	501	0.066	33	0.1	7.682	A
C-AB	53	587	0.090	52	0.1	6.723	A
C-A	346			346			
A-B	74			74			
A-C	379			379			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	455	0.087	39	0.1	8.659	A
C-AB	12	568	0.022	13	0.0	6.485	A
C-A	463			463			
A-B	15			15			
A-C	525			525			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	416	0.116	48	0.1	9.785	A
C-AB	15	541	0.028	15	0.0	6.838	A
C-A	567			567			
A-B	18			18			
A-C	643			643			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	419	0.116	48	0.1	9.722	A
C-AB	15	541	0.028	15	0.0	6.838	A
C-A	567			567			
A-B	18			18			
A-C	643			643			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	461	0.086	40	0.1	8.549	A
C-AB	12	568	0.022	12	0.0	6.476	A
C-A	463			463			
A-B	15			15			
A-C	525			525			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	486	0.068	33	0.1	7.947	A
C-AB	3	587	0.004	3	0.0	6.159	A
C-A	396			396			
A-B	13			13			
A-C	440			440			

Baseline - 2040 DS AM-2, AM-2

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - 2040 DS AM-1, AM-1	Demand Set 13: Scenario Name includes Time Period Name ('AM-1'). Are you sure this is correct?
Warning	Demand Sets	D2 - 2040 DS AM-2, AM-2	Demand Set 14: Scenario Name includes Time Period Name ('AM-2'). Are you sure this is correct?
Warning	Demand Sets	D3 - 2040 DS PM-1, PM-1	Demand Set 15: Scenario Name includes Time Period Name ('PM-1'). Are you sure this is correct?
Warning	Demand Sets	D4 - 2040 DS PM-2, PM-2	Demand Set 16: Scenario Name includes Time Period Name ('PM-2'). Are you sure this is correct?
Warning	Demand Sets	D5 - 2040 DS SAT, SAT	Demand Set 17: Scenario Name includes Time Period Name ('SAT'). Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Western Avenue / Waterloo Court	T-Junction	Two-way	Two-way	Two-way		0.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.75	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2040 DS AM-2	AM-2	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	580	100.000
B		✓	44	100.000
C		✓	492	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	83	497
	B	23	0	21
	C	435	57	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	9.27	0.1	A
C-AB	0.11	7.44	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	499	0.066	33	0.1	7.721	A
C-AB	43	591	0.073	43	0.1	6.563	A
C-A	327			327			
A-B	62			62			
A-C	374			374			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	473	0.084	39	0.1	8.304	A
C-AB	51	572	0.090	51	0.1	6.908	A
C-A	391			391			
A-B	75			75			
A-C	447			447			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	437	0.111	48	0.1	9.265	A
C-AB	63	547	0.115	63	0.1	7.436	A
C-A	479			479			
A-B	91			91			
A-C	547			547			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	437	0.111	48	0.1	9.272	A
C-AB	63	547	0.115	63	0.1	7.439	A
C-A	479			479			
A-B	91			91			
A-C	547			547			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	473	0.084	40	0.1	8.313	A
C-AB	51	572	0.090	51	0.1	6.911	A
C-A	391			391			
A-B	75			75			
A-C	447			447			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	499	0.066	33	0.1	7.736	A
C-AB	43	591	0.073	43	0.1	6.570	A
C-A	327			327			
A-B	62			62			
A-C	374			374			

Baseline - 2040 DS PM-1, PM-1

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - 2040 DS AM-1, AM-1	Demand Set 13: Scenario Name includes Time Period Name ('AM-1'). Are you sure this is correct?
Warning	Demand Sets	D2 - 2040 DS AM-2, AM-2	Demand Set 14: Scenario Name includes Time Period Name ('AM-2'). Are you sure this is correct?
Warning	Demand Sets	D3 - 2040 DS PM-1, PM-1	Demand Set 15: Scenario Name includes Time Period Name ('PM-1'). Are you sure this is correct?
Warning	Demand Sets	D4 - 2040 DS PM-2, PM-2	Demand Set 16: Scenario Name includes Time Period Name ('PM-2'). Are you sure this is correct?
Warning	Demand Sets	D5 - 2040 DS SAT, SAT	Demand Set 17: Scenario Name includes Time Period Name ('SAT'). Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Western Avenue / Waterloo Court	T-Junction	Two-way	Two-way	Two-way		5.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.26	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2040 DS PM-1	PM-1	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	731	100.000
B		✓	247	100.000
C		✓	606	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	95	636
	B	129	0	118
	C	539	67	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.71	31.49	2.3	D
C-AB	0.14	8.25	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	186	465	0.400	183	0.7	12.679	B
C-AB	50	566	0.089	50	0.1	6.974	A
C-A	406			406			
A-B	72			72			
A-C	479			479			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	222	432	0.514	221	1.0	16.926	C
C-AB	60	543	0.111	60	0.1	7.460	A
C-A	485			485			
A-B	85			85			
A-C	572			572			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	272	385	0.707	267	2.2	29.521	D
C-AB	74	510	0.145	74	0.2	8.242	A
C-A	593			593			
A-B	105			105			
A-C	700			700			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	272	385	0.707	272	2.3	31.485	D
C-AB	74	510	0.145	74	0.2	8.248	A
C-A	593			593			
A-B	105			105			
A-C	700			700			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	222	432	0.514	227	1.1	17.948	C
C-AB	60	543	0.111	60	0.1	7.472	A
C-A	485			485			
A-B	85			85			
A-C	572			572			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	186	465	0.400	188	0.7	13.069	B
C-AB	50	566	0.089	51	0.1	6.988	A
C-A	406			406			
A-B	72			72			
A-C	479			479			

Baseline - 2040 DS PM-2, PM-2

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - 2040 DS AM-1, AM-1	Demand Set 13: Scenario Name includes Time Period Name ('AM-1'). Are you sure this is correct?
Warning	Demand Sets	D2 - 2040 DS AM-2, AM-2	Demand Set 14: Scenario Name includes Time Period Name ('AM-2'). Are you sure this is correct?
Warning	Demand Sets	D3 - 2040 DS PM-1, PM-1	Demand Set 15: Scenario Name includes Time Period Name ('PM-1'). Are you sure this is correct?
Warning	Demand Sets	D4 - 2040 DS PM-2, PM-2	Demand Set 16: Scenario Name includes Time Period Name ('PM-2'). Are you sure this is correct?
Warning	Demand Sets	D5 - 2040 DS SAT, SAT	Demand Set 17: Scenario Name includes Time Period Name ('SAT'). Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Western Avenue / Waterloo Court	T-Junction	Two-way	Two-way	Two-way		4.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.05	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2040 DS PM-2	PM-2	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	700	100.000
B		✓	237	100.000
C		✓	588	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	96	604
	B	114	0	123
	C	541	47	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.64	24.54	1.7	C
C-AB	0.10	7.73	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	178	481	0.371	176	0.6	11.717	B
C-AB	35	571	0.062	35	0.1	6.714	A
C-A	407			407			
A-B	72			72			
A-C	455			455			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	213	450	0.473	212	0.9	15.016	C
C-AB	42	549	0.077	42	0.1	7.109	A
C-A	486			486			
A-B	86			86			
A-C	543			543			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	261	407	0.641	258	1.7	23.632	C
C-AB	52	518	0.100	52	0.1	7.725	A
C-A	596			596			
A-B	106			106			
A-C	665			665			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	261	407	0.641	261	1.7	24.539	C
C-AB	52	518	0.100	52	0.1	7.728	A
C-A	596			596			
A-B	106			106			
A-C	665			665			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	213	450	0.473	216	0.9	15.578	C
C-AB	42	549	0.077	42	0.1	7.112	A
C-A	486			486			
A-B	86			86			
A-C	543			543			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	178	481	0.371	180	0.6	11.999	B
C-AB	35	571	0.062	35	0.1	6.724	A
C-A	407			407			
A-B	72			72			
A-C	455			455			

Baseline - 2040 DS SAT, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - 2040 DS AM-1, AM-1	Demand Set 13: Scenario Name includes Time Period Name ('AM-1'). Are you sure this is correct?
Warning	Demand Sets	D2 - 2040 DS AM-2, AM-2	Demand Set 14: Scenario Name includes Time Period Name ('AM-2'). Are you sure this is correct?
Warning	Demand Sets	D3 - 2040 DS PM-1, PM-1	Demand Set 15: Scenario Name includes Time Period Name ('PM-1'). Are you sure this is correct?
Warning	Demand Sets	D4 - 2040 DS PM-2, PM-2	Demand Set 16: Scenario Name includes Time Period Name ('PM-2'). Are you sure this is correct?
Warning	Demand Sets	D5 - 2040 DS SAT, SAT	Demand Set 17: Scenario Name includes Time Period Name ('SAT'). Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Western Avenue / Waterloo Court	T-Junction	Two-way	Two-way	Two-way		4.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.77	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2040 DS SAT	SAT	ONE HOUR	10:45	12:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	627	100.000
B		✓	241	100.000
C		✓	529	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A	B	C
A	0	167	460
B	144	0	97
C	433	96	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.64	24.32	1.7	C
C-AB	0.20	8.37	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

10:45 - 11:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	181	480	0.378	179	0.6	11.885	B
C-AB	72	583	0.124	72	0.1	7.031	A
C-A	326			326			
A-B	126			126			
A-C	346			346			

11:00 - 11:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	217	452	0.480	215	0.9	15.154	C
C-AB	86	563	0.153	86	0.2	7.545	A
C-A	389			389			
A-B	150			150			
A-C	414			414			

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	265	413	0.643	262	1.7	23.438	C
C-AB	106	536	0.198	106	0.2	8.361	A
C-A	477			477			
A-B	184			184			
A-C	506			506			

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	265	413	0.643	265	1.7	24.323	C
C-AB	106	536	0.198	106	0.2	8.371	A
C-A	477			477			
A-B	184			184			
A-C	506			506			

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	217	452	0.480	220	1.0	15.728	C
C-AB	86	563	0.153	87	0.2	7.556	A
C-A	389			389			
A-B	150			150			
A-C	414			414			

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	181	480	0.378	183	0.6	12.183	B
C-AB	72	583	0.124	72	0.1	7.049	A
C-A	326			326			
A-B	126			126			
A-C	346			346			



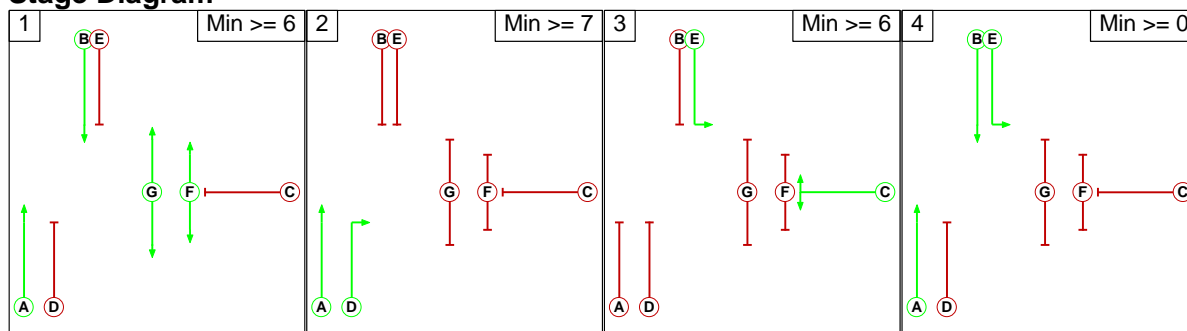
Appendix J Sensitivity Model Results

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	Western Avenue Andover Central
Title:	
Location:	A3057 Western Avenue / West Street, Andover
Site Ref(s):	TBD
Design Layout Ref:	A3057 Western Avenue / West Street, Andover
Date Started:	08/02/2024
Additional detail:	
File name:	A3057 Western Avenue - West Street - Final Model_Sens Test.lsg3x
Author:	Lewis Young
Company:	HCC ITS Group
Address:	

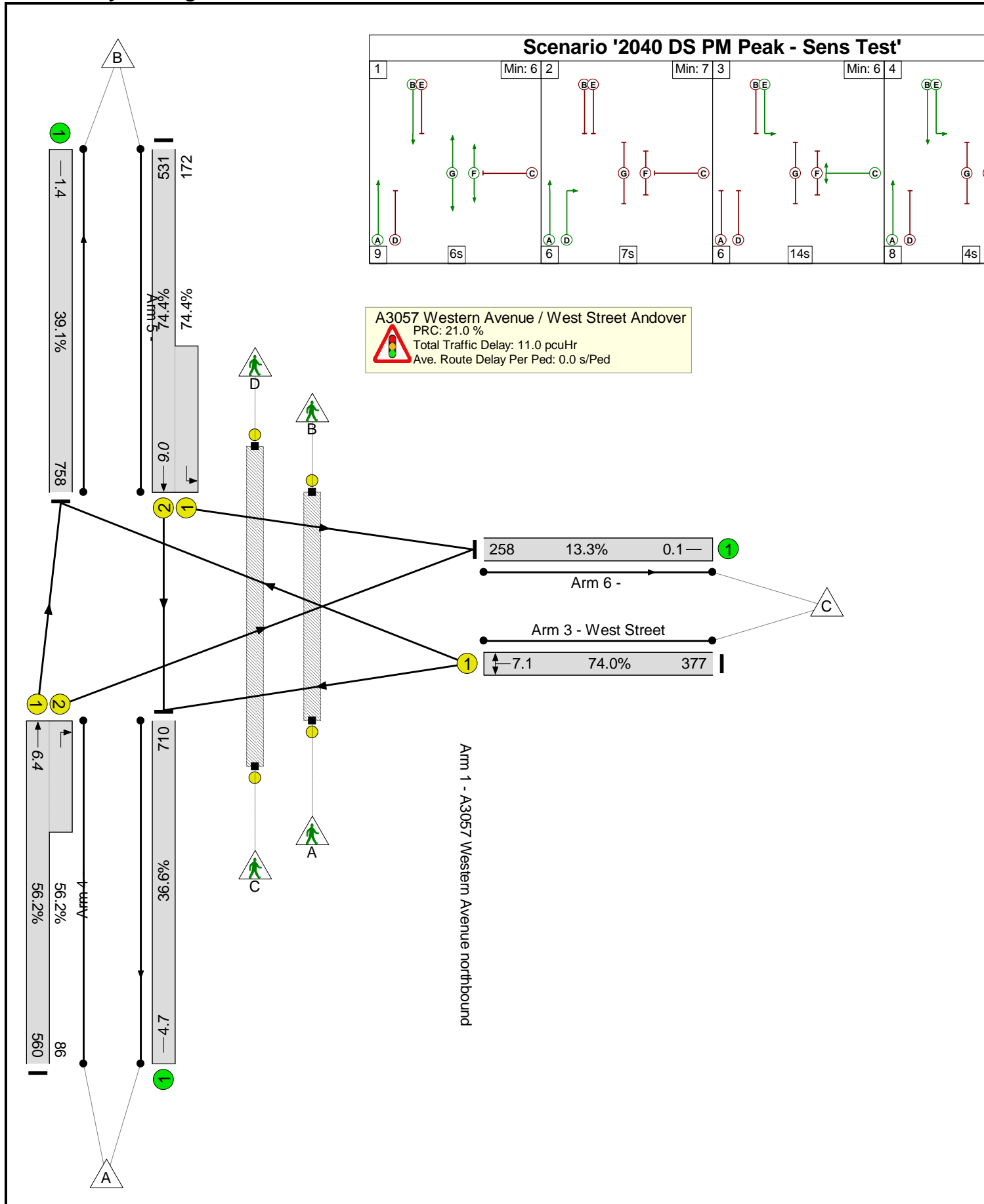
Stage Diagram



Basic Results Summary

Scenario 1: '2040 DS PM Peak - Sens Test' (FG8: '2040 DS Flows - PM Peak - Sens test', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Basic Results Summary

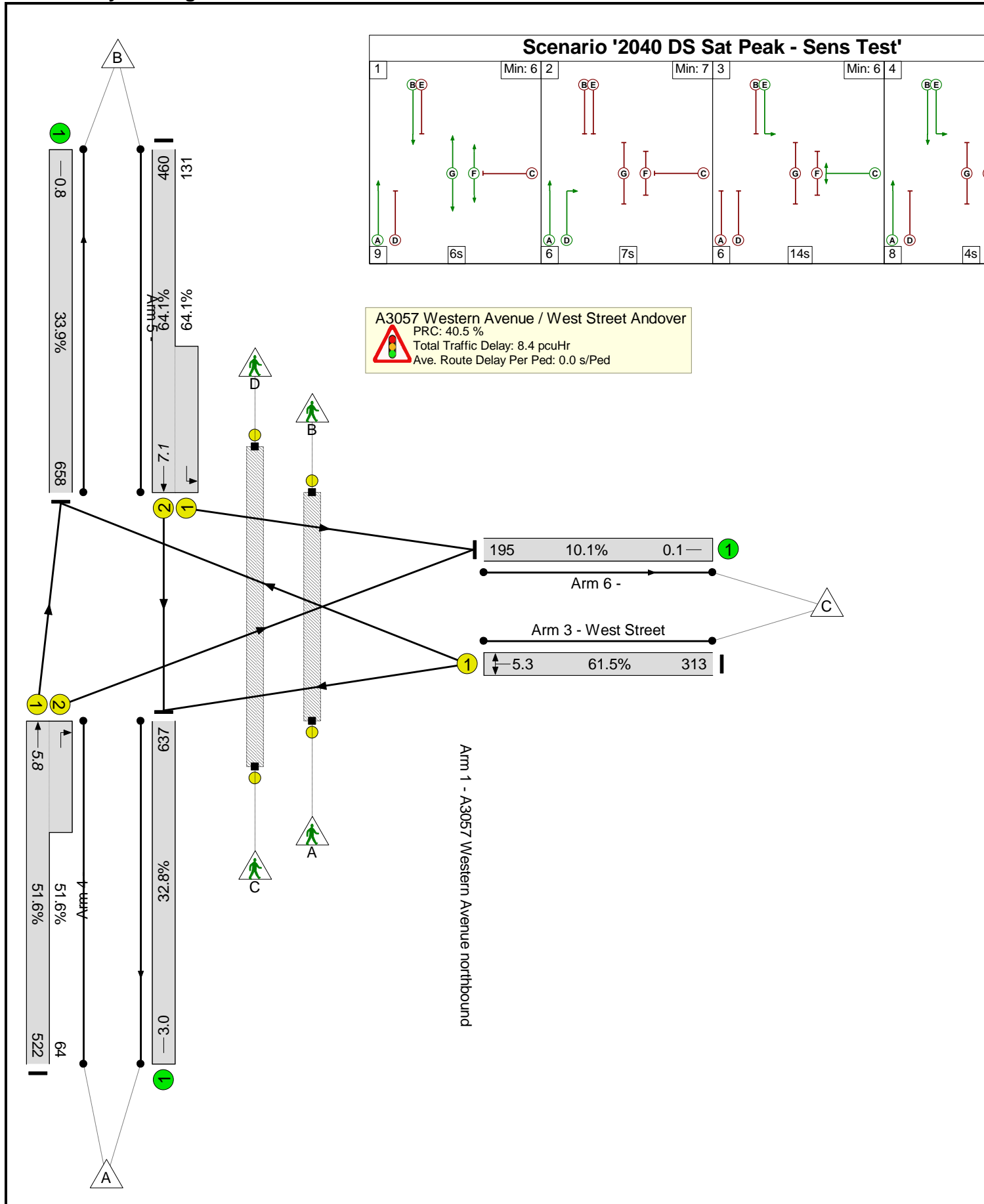
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	74.4%	0	0	0	11.0	-	-
A3057 Western Avenue / West Street Andover	-	-	-		-	-	-	-	-	-	74.4%	0	0	0	11.0	-	-
1/1+1/2	A3057 Western Avenue northbound Ahead Right	U	A D		1	32:7	-	646	1965:1914	996+153	56.2 : 56.2%	-	-	-	2.5 (1.9+0.6)	14.1 (12.1:27.2)	6.4
2/2+2/1	A3057 Western Avenue southbound Ahead Left	U	B E		1	21:26	-	703	1990:2064	714+231	74.4 : 74.4%	-	-	-	4.3 (3.5+0.8)	22.2 (23.8:17.2)	9.0
3/1	West Street Left Right	U	C		1	15	-	377	1910	509	74.0%	-	-	-	3.5	33.4	7.1
4/1		U	-		-	-	-	710	1940	1940	36.6%	-	-	-	0.3	1.5	4.7
5/1		U	-		-	-	-	758	1940	1940	39.1%	-	-	-	0.3	1.5	1.4
6/1		U	-		-	-	-	258	1940	1940	13.3%	-	-	-	0.1	1.1	0.1
Ped Link: P1	Toucan X West Street	-	F		1	6	-	0	-	7200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Cycle Super Highway X West Street	-	G		1	7	-	0	-	8400	0.0%	-	-	-	0.0	0.0	0.0
		C1		PRC for Signalled Lanes (%):		21.0		Total Delay for Signalled Lanes (pcuHr):		10.35		Cycle Time (s):		60			
				PRC Over All Lanes (%):		21.0		Total Delay Over All Lanes(pcuHr):		11.05							

Basic Results Summary

Scenario 2: '2040 DS Sat Peak - Sens Test' (FG10: '2040 DS Flows - SAT Off Peak - Sens test', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	64.1%	0	0	0	8.4	-	-
A3057 Western Avenue / West Street Andover	-	-	-		-	-	-	-	-	-	64.1%	0	0	0	8.4	-	-
1/1+1/2	A3057 Western Avenue northbound Ahead Right	U	A D		1	32:7	-	586	1965:1914	1012+124	51.6 : 51.6%	-	-	-	2.1 (1.7+0.5)	13.2 (11.5:26.6)	5.8
2/2+2/1	A3057 Western Avenue southbound Ahead Left	U	B E		1	21:26	-	591	1990:2064	718+204	64.1 : 64.1%	-	-	-	3.2 (2.7+0.5)	19.7 (21.1:15.1)	7.1
3/1	West Street Left Right	U	C		1	15	-	313	1908	509	61.5%	-	-	-	2.5	28.4	5.3
4/1		U	-		-	-	-	637	1940	1940	32.8%	-	-	-	0.2	1.4	3.0
5/1		U	-		-	-	-	658	1940	1940	33.9%	-	-	-	0.3	1.4	0.8
6/1		U	-		-	-	-	195	1940	1940	10.1%	-	-	-	0.1	1.0	0.1
Ped Link: P1	Toucan X West Street	-	F		1	6	-	0	-	7200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Cycle Super Highway X West Street	-	G		1	7	-	0	-	8400	0.0%	-	-	-	0.0	0.0	0.0
		C1		PRC for Signalled Lanes (%):		40.5		Total Delay for Signalled Lanes (pcuHr):		7.86		Cycle Time (s):		60			
				PRC Over All Lanes (%):		40.5		Total Delay Over All Lanes(pcuHr):		8.42							

Junctions 10
PICADY 10 - Priority Intersection Module
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Filename: Waterloo Court - PICADY model - Sens Test.j10
Path: J:\332612230 - Western Avenue, Andover\5500 - Transport\06 - Modelling\Local Modelling\Western Avenue - Waterloo Court PICADY
Report generation date: 09/04/2025 09:58:14

- » **Baseline - 2040 DS PM-Sens Test, PM-2**
- » **Baseline - 2040 DS SAT-Sens Test, SAT**

Summary of junction performance

	PM-2					SAT				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
Baseline - 2040 DS PM-Sens Test										
Stream B-AC	D6	1.8	25.83	0.65	D					
Stream C-AB		0.2	8.20	0.14	A					
Baseline - 2040 DS SAT-Sens Test										
Stream B-AC						D7	2.2	29.02	0.70	D
Stream C-AB							0.3	8.64	0.22	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

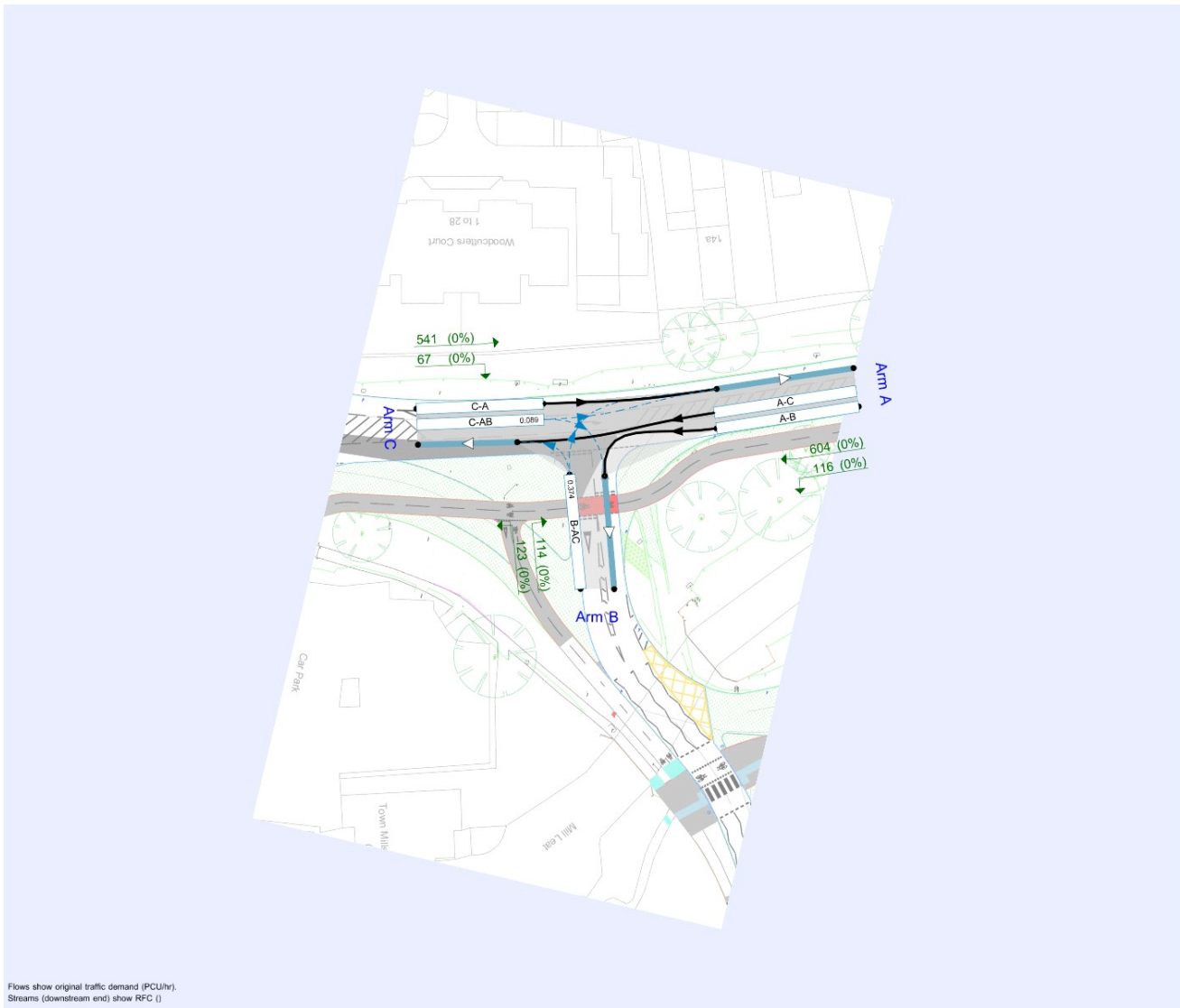
File summary

File Description

Title	Western Avenue / Waterloo Court - PICADY Model
Location	A3057 Western Avenue / Waterloo Court, Andover
Site number	n/a
Date	28/05/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	IT2000\envcly
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2040 DS PM-Sens Test	PM-2	With new theatre	ONE HOUR	16:45	18:15	15
D7	2040 DS SAT-Sens Test	SAT	With new theatre	ONE HOUR	10:45	12:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Baseline	100.000

Baseline - 2040 DS PM-Sens Test, PM-2

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D7 - 2040 DS SAT-Sens Test, SAT	Demand Set 19: Scenario Name includes Time Period Name ('SAT'). Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Western Avenue / Waterloo Court	T-Junction	Two-way	Two-way	Two-way		4.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.26	A

Arms

Arms

Arm	Name	Description	Arm type
A	Western Avenue North		Major
B	Waterloo Court		Minor
C	Western Avenue South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	10.00		✓	3.00	100.0	✓	4.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.20	100	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	572	0.086	0.218	0.137	0.311
B-C	701	0.089	0.224	-	-
C-B	687	0.220	0.220	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2040 DS PM-Sens Test	PM-2	With new theatre	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	720	100.000
B		✓	237	100.000
C		✓	608	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	116	604
	B	114	0	123
	C	541	67	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.65	25.83	1.8	D
C-AB	0.14	8.20	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	178	477	0.374	176	0.6	11.894	B
C-AB	50	568	0.089	50	0.1	6.949	A
C-A	407			407			
A-B	87			87			
A-C	455			455			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	213	445	0.479	212	0.9	15.379	C
C-AB	60	545	0.111	60	0.1	7.427	A
C-A	486			486			
A-B	104			104			
A-C	543			543			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	261	399	0.653	258	1.8	24.770	C
C-AB	74	513	0.144	74	0.2	8.189	A
C-A	596			596			
A-B	128			128			
A-C	665			665			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	261	399	0.653	261	1.8	25.831	D
C-AB	74	513	0.144	74	0.2	8.198	A
C-A	596			596			
A-B	128			128			
A-C	665			665			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	213	445	0.479	217	0.9	16.012	C
C-AB	60	545	0.111	60	0.1	7.438	A
C-A	486			486			
A-B	104			104			
A-C	543			543			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	178	476	0.375	180	0.6	12.193	B
C-AB	50	568	0.089	51	0.1	6.961	A
C-A	407			407			
A-B	87			87			
A-C	455			455			

Baseline - 2040 DS SAT-Sens Test, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D7 - 2040 DS SAT-Sens Test, SAT	Demand Set 19: Scenario Name includes Time Period Name ('SAT'). Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Western Avenue / Waterloo Court	T-Junction	Two-way	Two-way	Two-way		5.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.91	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2040 DS SAT-Sens Test	SAT	With new theatre	ONE HOUR	10:45	12:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	637	100.000
B		✓	261	100.000
C		✓	539	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	177	460
	B	154	0	107
	C	433	106	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	
	A	0	0	0
	B	0	0	0
C	0	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.70	29.02	2.2	D
C-AB	0.22	8.64	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

10:45 - 11:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	196	479	0.411	194	0.7	12.530	B
C-AB	80	582	0.137	79	0.2	7.156	A
C-A	326			326			
A-B	133			133			
A-C	346			346			

11:00 - 11:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	235	450	0.521	233	1.1	16.477	C
C-AB	95	561	0.170	95	0.2	7.717	A
C-A	389			389			
A-B	159			159			
A-C	414			414			

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	287	410	0.701	283	2.1	27.408	D
C-AB	117	534	0.219	117	0.3	8.623	A
C-A	477			477			
A-B	195			195			
A-C	506			506			

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	287	410	0.701	287	2.2	29.015	D
C-AB	117	534	0.219	117	0.3	8.635	A
C-A	477			477			
A-B	195			195			
A-C	506			506			

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	235	450	0.521	239	1.1	17.401	C
C-AB	95	561	0.170	96	0.2	7.735	A
C-A	389			389			
A-B	159			159			
A-C	414			414			

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	196	478	0.411	198	0.7	12.927	B
C-AB	80	582	0.137	80	0.2	7.181	A
C-A	326			326			
A-B	133			133			
A-C	346			346			