

Road Safety Audit Stage 1

Western Avenue Riverside Park Andover

April 2025

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Road User Audit Team

Hampshire County Council

The Castle

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1 Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit carried out on the on a proposed scheme to transform a large gyratory on Western Avenue in Andover into a green space that is accessible to the public. To accommodate this, the eastern side of the gyratory will be closed to traffic and changes will be made to West Street and Waterloo Court.
- 1.2 The Road Safety Audit Team membership was as follows: -
- Audit Team Leader: Ross Rawlings MCIHT MSoRSA
 Hampshire Engineering Services
- Audit Team Member: Steve Willoughby MCIHT MSoRSA
 Hampshire Engineering Services
- 1.3 The Road Safety Audit comprised an examination of the documents provided, as listed in the attached Road Safety Audit Brief. The Audit Team visited the site together, on 11 April 2025 at 10:15am. During the visit the weather was fine, and the existing road surface was dry. Traffic conditions were light with medium levels of pedestrian and cycle activity observed during the site visit.
- 1.4 The audit has been carried out in accordance with the requirements specified in Hampshire County Council's Technical Guidance Note 18. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.
- 1.5 All problems described in this report are considered by the Audit Team to require action in order to improve the safety of the scheme.
- 1.6 All references to diagram numbers refer to the Traffic Signs Regulations and General Directions 2016 (TSRGD).

2 Departures from Standards

- 2.1 All Departures from Standard are listed in the attached Road Safety Audit Brief.

3 Items raised at previous stage audits

- 3.1 A feasibility Stage Road Safety Audit was carried out in June 2024. All issues appear to have been resolved.

4 Items raised at this Stage 1 Audit

4.1 No issues were raised at this stage.

5 Audit team statement

We certify that the terms of reference of the audit are as described Hampshire County Council's Technical Guidance Note 18.

Audit Team Leader

Ross Rawlings MCIHT, MSoRSA, HE RSA Cert. Comp.
Principal Engineer,
Road User Audit Team
Hampshire County Council

Signed:

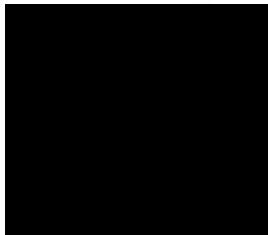


Date: 16/04/2025

Audit Team Member

Steve Willoughby MCIHT, MSoRSA, HE RSA Cert. Comp.
Group Engineer,
Road User Audit Team
Hampshire County Council

Signed:



Date: 22/04/2025



Road Safety Audit Brief

Scheme Name:	Western Avenue Riverside Park				
Job Number:	RJ509237				
Road Safety Audit Stage:	Feasibility (F)	Preliminary (1)	Detailed (2)	Combined (1/2)	As Built (3)
<i>(X as appropriate)</i>		X			

Site & Scheme Description																
<p>The scheme, which is being designed in collaboration with multiple third parties, seeks to transform a large gyratory found on Western Avenue, Andover into a green space that is accessible to the public. To accommodate this, the Eastern side of the gyratory is to be closed to traffic and converted into park space, with landscaping works and changes to the River Anton. HCC Engineering Services have been commissioned to design the required highway changes, which mainly focus on West Street including the bus station, along with Waterloo Court. Both roads require new junctions to connect with the remaining section of Western Avenue which will become two-way adjacent to the park.</p> <p>There is also such as a high-speed cycle provision that'll run on the Western side of the new park. This facility will form part of National Cycle Route No. 246 which currently runs to the east of the Western Avenue eastern carriageway, as a shared footway.</p> <p>Since the previous Stage F audit, all work to the north of the Western Avenue subway (up to Folly Roundabout) has been removed because this will be delivered separately under a HCC promoted scheme.</p> <p>The North Test Valley LCWIP has recently been published and this scheme seeks to deliver the objectives within the extents - Test Valley (North) Local Cycling and Walking Infrastructure Plan</p> <p>Existing conditions of roads within design extents:</p> <table border="1"> <thead> <tr> <th>Road name</th> <th>Existing speed limit</th> <th>Existing peak hour traffic volume</th> </tr> </thead> <tbody> <tr> <td>A3057 Western Avenue</td> <td>40mph</td> <td>Northbound peak: 645 Southbound peak 590</td> </tr> <tr> <td>West Street</td> <td>30mph</td> <td>348</td> </tr> <tr> <td>Chantry Street</td> <td>30mph</td> <td>199</td> </tr> <tr> <td>Waterloo Court</td> <td>30mph</td> <td>383</td> </tr> </tbody> </table> <p>Western Avenue Andover ATC JM.xlsx Chantry Street 2025 Survey Flows.xlsx</p> <p>ANPR Origin Destination surveys indicated a peak flow of 347 vehicles exiting West Street onto Western Avenue, recorded in the 16:45 to 17:45 window. ID-0224-0098 Western Avenue Andover - ANPR OD Report - 18_04_2024.xlsx ID-0224-0098 Western Avenue Andover - ANPR OD Report - 20_04_2024.xlsx</p>		Road name	Existing speed limit	Existing peak hour traffic volume	A3057 Western Avenue	40mph	Northbound peak: 645 Southbound peak 590	West Street	30mph	348	Chantry Street	30mph	199	Waterloo Court	30mph	383
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Following public feedback, and through discussions with the HCC Traffic Management team, it is proposed to reduce the permanent speed limit on Western Avenue to 30mph and West St and Waterloo Court to 20mph. Locations of proposed terminal speed limit signs are shown on the HSN Volume drawings.

Non-Motorised Users

There is a significant pedestrian desire line in a North/South direction through the Lidl Car park, with pedestrian traffic typically travelling to or from the Chantry Centre and bus station. Andover train station is located to the West of the scheme, with sign-posted pedestrian and cycle routes crossing the river at West Street before crossing Western Avenue through an underpass. There is also a separate footbridge adjacent to the underpass. Andover Leisure Centre and Andover College are situated close to West Street, with pedestrian movements that travel around the eastern side of West Street to and from these destinations.

Lidl Access

Several options have been considered for access into/egress from the existing Lidl store accessed from Western Avenue and West Street. With the existing entrance being on Western Avenue, the preferred option is for all vehicles to enter via the eastern entry off West St and exit via the south (see drawing CJ009625-HEH-HGN-40012558-DR-CH-2001). It is requested that consideration specifically be given to the preferred arrangement.

Bus Station

Extensive vehicle tracking has been carried out using current Stagecoach buses and potential future electric buses to arrive at the current design. A live tracking event was carried out at Thruxton racecourse by Stagecoach drivers using the same vehicles that use the bus station. A bay has been added beyond the existing bays for use by Unity who operate a community bus and travelling pantry.

Leisure Centre Chemical Deliveries

The scheme proposes to improve the existing arrangement of chemical deliveries to the Leisure Centre – see drawing CJ009625-HEH-HGN-40012558-DR-CH-1011. Currently fortnightly deliveries are made by a 32t rigid truck straddling the existing West St Shared used footway to the south of the Leisure Centre. A temporary footway closure is implemented diverting pedestrians around the parked vehicle via uncontrolled crossings either side. This arrangement is not suitable for cyclists given the width of the southern footway. The proposal provides an area for deliveries to be made beyond the shared use footway. It is also proposed to use the same bay for refuse collection from the nearby bin store. Weekly refuse collections take up to 20 minutes to complete and occur around 06.30 am.

Bus Stands/Loading Bay

Since the feasibility RSA, the proposed loading bay has been removed from West St and Bus Stands extended. Deliveries from Costa will now be made from a Chantry Centre Service Yard (most likely E which is off Waterloo Court). A small loading bay has been provided on Chantry St following public feedback. This is intended for use by small delivery and removal vehicles and is subject to a Departure from Standard (see below).

The previous Stage F RSA and Designer's Response is here - [RJ509237-HEH-Design-RSA Stage F Designer\u0027s Response.pdf](#)

Collision Data

[A3057 Western Avenue, West Street and Chantry Street Andover.pdf](#)
[A3057 Western Avenue, West Street and Chantry Street Andover plot.pdf](#)

Departures & Relaxations

For the purpose of design and identifying departures from standard, each street has been classified as the following street types in accordance with TG1 (Highway Cross Sections). These categories have been informally agreed with the HCC ES Departures panel during departure from standards discussion:

- Western Avenue – primary street with bus route
- West Street – secondary street with bus route
- Waterloo Court – secondary street with bus route

Therefore, the following departures are required.

- Visibility beyond the proposed loading bay on Chantry Street. See drawing CJ009625-HEH-HGN-40012558-DR-CH-1015 for visibility splays. Both the uncontrolled pedestrian crossing at the Chantry St/West St junction and vehicular access to Chantry Lodge are affected. This has been provisional agreed with the HCC Departures panel.
- Visibility beyond the proposed bus stand on West Street from the south crossing point of the Chantry centre uncontrolled crossing. See drawing CJ009625-HEH-HGN-40012558-DR-CH-1015 for visibility splays. This has been provisional agreed with the HCC Departures panel.

And the following relaxations:

- Vehicle crossover type access to be provided at the Lidl eastern access, to give priority to pedestrians. Given the size of the Lidl store, this is not in accordance with TG2 4.2.1
- Western Avenue northbound merge length from two lanes to one lane after Bridge St junction. Various guidance and standards apply (such as Traffic Signs Manual and CD127) however CD123 is considered most appropriate, and the length complies.

List of included documents and drawings

The following drawings are provided for Audit and can be found here - [240331 Stage 1 Audit](#)

Drawing Name	Drawing Number	Rev
General Arrangement Overview & Sheet Layout	CJ009625-HEH-HGN-40012558-DR-CH-1000	P01
General Arrangement - Sheet 1 of 4	CJ009625-HEH-HGN-40012558-DR-CH-0001	P01
General Arrangement - Sheet 2 of 4	CJ009625-HEH-HGN-40012558-DR-CH-0002	P01
General Arrangement - Sheet 3 of 4	CJ009625-HEH-HGN-40012558-DR-CH-0003	P01
General Arrangement - Sheet 4 of 4	CJ009625-HEH-HGN-40012558-DR-CH-0004	P01
Proposed Drainage - Sheet 1 of 4	CJ009625-HEH-HDG-40012558-DR-CH-0001	P01
Proposed Drainage - Sheet 2 of 4	CJ009625-HEH-HDG-40012558-DR-CH-0002	P01
Proposed Drainage - Sheet 3 of 4	CJ009625-HEH-HDG-40012558-DR-CH-0003	P01
Proposed Drainage - Sheet 4 of 4	CJ009625-HEH-HDG-40012558-DR-CH-0004	P01
Ducting , Drawpits and Service Covers - Sheet 1 of 4	CJ009625-HEH-HDG-40012558-DR-CH-0101	P01
Ducting , Drawpits and Service Covers - Sheet 2 of 4	CJ009625-HEH-HDG-40012558-DR-CH-0102	P01
Ducting , Drawpits and Service Covers - Sheet 3 of 4	CJ009625-HEH-HDG-40012558-DR-CH-0103	P01
Ducting , Drawpits and Service Covers - Sheet 4 of 4	CJ009625-HEH-HDG-40012558-DR-CH-0104	P01
Kerbs, Footways and Paved Areas - Sheet 1 of 4	CJ009625-HEH-HKF-40012558-DR-CH-0001	P01
Kerbs, Footways and Paved Areas - Sheet 2 of 4	CJ009625-HEH-HKF-40012558-DR-CH-0002	P01


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Kerbs, Footways and Paved Areas - Sheet 3 of 4	CJ009625-HEH-HKF-40012558-DR-CH-0003	P01
Kerbs, Footways and Paved Areas - Sheet 4 of 4	CJ009625-HEH-HKF-40012558-DR-CH-0004	P01
Kerb Details	CJ009625-HEH-HKF-40012558-DE-CH-0001	P01
Proposed Road Lighting - Sheet 1 of 4	CJ009625-HEH-HLG-40012558-DR-EO-0001	P01
Proposed Road Lighting - Sheet 2 of 4	CJ009625-HEH-HLG-40012558-DR-EO-0002	P01
Proposed Road Lighting - Sheet 3 of 4	CJ009625-HEH-HLG-40012558-DR-EO-0003	P01
Proposed Road Lighting - Sheet 4 of 4	CJ009625-HEH-HLG-40012558-DR-EO-0004	P01
Road Markings - Sheet 1 of 4	CJ009625-HEH-HMK-40012558-DR-CH-0001	P02
Road Markings - Sheet 2 of 4	CJ009625-HEH-HMK-40012558-DR-CH-0002	P02
Road Markings - Sheet 3 of 4	CJ009625-HEH-HMK-40012558-DR-CH-0003	P02
Road Markings - Sheet 4 of 4	CJ009625-HEH-HMK-40012558-DR-CH-0004	P02
Road Pavements - Sheet 1 of 4	CJ009625-HEH-HPV-40012558-DR-CH-0001	P01
Road Pavements - Sheet 2 of 4	CJ009625-HEH-HPV-40012558-DR-CH-0002	P01
Road Pavements - Sheet 3 of 4	CJ009625-HEH-HPV-40012558-DR-CH-0003	P01
Road Pavements - Sheet 4 of 4	CJ009625-HEH-HPV-40012558-DR-CH-0004	P01
Road Restraint Systems - Sheet 1 of 4	CJ009625-HEH-HRR-40012558-DR-CH-0001	P01
Road Restraint Systems - Sheet 2 of 4	CJ009625-HEH-HRR-40012558-DR-CH-0002	P01
Traffic Signs & Bollards - Sheet 1 of 4	CJ009625-HEH-HSN-40012558-DR-CH-0001	P02
Traffic Signs & Bollards - Sheet 2 of 4	CJ009625-HEH-HSN-40012558-DR-CH-0002	P02
Traffic Signs & Bollards - Sheet 3 of 4	CJ009625-HEH-HSN-40012558-DR-CH-0003	P02
Traffic Signs & Bollards - Sheet 4 of 4	CJ009625-HEH-HSN-40012558-DR-CH-0004	P02
Traffic Sign Face Details - Sheet 1 of 2	CJ009625-HEH-HSN-40012558-DE-CH-0001	P02
Traffic Sign Face Details - Sheet 2 of 2	CJ009625-HEH-HSN-40012558-DE-CH-0002	P02
Site Clearance - Sheet 1 of 4	CJ009625-HEH-HSC-40012558-DR-CH-0001	P01
Site Clearance - Sheet 2 of 4	CJ009625-HEH-HSC-40012558-DR-CH-0002	P01
Site Clearance - Sheet 3 of 4	CJ009625-HEH-HSC-40012558-DR-CH-0003	P01
Site Clearance - Sheet 4 of 4	CJ009625-HEH-HSC-40012558-DR-CH-0004	P01
Typical Cross Sections Sheet 1 of 3	CJ009625-HEH-HSE-40012558-DE-CH-0001	P01
Typical Cross Sections Sheet 2 of 3	CJ009625-HEH-HSE-40012558-DE-CH-0002	P01
Typical Cross Sections Sheet 3 of 3	CJ009625-HEH-HSE-40012558-DE-CH-0003	P01
West Street (Bus) Swept Path Analysis	CJ009625-HEH-HGN-40012558-DR-CH-1000	P03
Bus Station Turn Manoeuvre Swept Path Analysis	CJ009625-HEH-HGN-40012558-DR-CH-1001	P02
West Street (HGV) Lidl Swept Path Analysis	CJ009625-HEH-HGN-40012558-DR-CH-1002	P02
Portland Grove Refuse Vehicle Access Swept Path Analysis	CJ009625-HEH-HGN-40012558-DR-CH-1003	P03
Portland Grove Vehicle Access Swept Path Analysis	CJ009625-HEH-HGN-40012558-DR-CH-1004	P03

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West Street to Chantry Street & The Lights Swept Path Analysis	CJ009625-HEH-HGN-40012558-DR-CH-1005	P03
Chantry Lodge Vehicle Access Swept Path Analysis	CJ009625-HEH-HGN-40012558-DR-CH-1006	P03
Waitrose HGV Delivery Access Swept Path Analysis	CJ009625-HEH-HGN-40012558-DR-CH-1007	P02
Bus Stand Swept Path Analysis	CJ009625-HEH-HGN-40012558-DR-CH-1008	P02
Proposed Layout for Leisure Centre Chemical Deliveries	CJ009625-HEH-HGN-40012558-DR-CH-1011	P01
Proposed Northern Park Maintenance Access	CJ009625-HEH-HGN-40012558-DR-CH-1012	P02
Visibility Splays - Sheet 1 of 4	CJ009625-HEH-HGN-40012558-DR-CH-1014	P01
Visibility Splays - Sheet 2 of 4	CJ009625-HEH-HGN-40012558-DR-CH-1015	P01
Visibility Splays - Sheet 3 of 4	CJ009625-HEH-HGN-40012558-DR-CH-1016	P01
Visibility Splays - Sheet 4 of 4	CJ009625-HEH-HGN-40012558-DR-CH-1017	P01
West Street Forward Visibility	CJ009625-HEH-HGN-40012558-DR-CH-1018	P01
Proposed Highway Geometry - Sheet 1 of 4	CJ009625-HEH-HGN-40012558-DR-CH-1020	P01
Proposed Highway Geometry - Sheet 2 of 4	CJ009625-HEH-HGN-40012558-DR-CH-1021	P01
Proposed Highway Geometry - Sheet 3 of 4	CJ009625-HEH-HGN-40012558-DR-CH-1022	P01
Proposed Highway Geometry - Sheet 4 of 4	CJ009625-HEH-HGN-40012558-DR-CH-1023	P01
Lidl Car Park Delivery Access Options	CJ009625-HEH-HGN-40012558-DR-CH-2001	P01
West Street Junction Swept Path Analysis - Sheet 1 of 2	CJ009625-HEH-HGN-40012558-DR-CH-2501	P02
West Street Junction Swept Path Analysis - Sheet 2 of 2	CJ009625-HEH-HGN-40012558-DR-CH-2502	P02
Waterloo Court Junction Swept Path Analysis	CJ009625-HEH-HGN-40012558-DR-CH-3501	P02
Western Ave/West St Traffic Signal Junction	CJ009625-ITS-HTS-40012558-DR-TR-0001-PREL	P01
12766-LUC-XX-XX-DR-L-0001	General Arrangement Landscape Layout	P05

Scheme Specific Health & Safety Checklist and Risk Assessment
R.J509237-HES-HSCDM-Scheme Specific Checklist and Risk Assessment.docx

Prepared By:	
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Signed:	
Organisation:	HCC Engineering Services
Date:	09/04/2025

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