

Road Safety Audit Stage 2

Western Avenue Riverside Park

December 2025

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1 Introduction

- 1.1 This report results from a Stage 2 Road Safety Audit carried out 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 associated changes 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 21 November 2025 at 4pm. During the visit the weather was fine, and the existing road surface was dry. Traffic conditions were moderate 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 Stage F Road Safety Audit was carried out in June 2024. All issues appear to have been resolved.
- A Stage 1 Road Safety Audit was carried out in April 2025. No issues were raised at this stage.

4 Items raised at this Stage 2 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
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Signed:

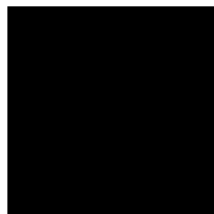


Date: 22/12/2025

Audit Team Member

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

Signed:



Date: 22/12/2025



Road Safety Audit Brief

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

Site & Scheme Description

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.

There is also 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.

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](#)

Existing conditions of roads within design extents:

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

[Western Avenue Andover ATC JM.xlsx](#)

[Chantry Street 2025 Survey Flows.xlsx](#)

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](#)

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.

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).

Accommodation works

There are accommodation works required at the following 3 locations. Details are provided on the main scheme drawings, with dedicated accommodation works drawings also available, if required.

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 proposed option is for all vehicles to enter via the eastern entry off West St and exit via the south. There will be changes to the internal car park layout to achieve a net zero loss of car park spaces and to accommodate delivery vehicle movements. Both aspects have been developed in collaboration with Lidl and their own consultant.

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 race circuit 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. 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.

Bridge Deck-Re-waterproofing

Since the Stage 1 RSA, re-waterproofing of both underbridges (B826 Mill Head Stream and West St and B869 Mill Head Stream at Waterloo Court) has been added to the scheme and the design tweaked accordingly. The most notable change is on B869 where the verges are to be replaced with asphalt. On the southern side, this means the verge separation between cycle track and footway is to be replaced with a Diag. 1049.1 raised white road marking. The replacement carriageway kerbs are to be replaced to match the existing 100mm kerb height, so not to change the amount of cover to the deck. This is subject to change but at 100mm upstand, a departure from standard will be required against CD127 and HCC standard detail HCC11/S/040 (which requires 75mm upstand)

Waterloo Court raised crossing

Following comments raised during preliminary design check, the proposed NCN 246 priority cycle crossing at the junction of Waterloo Court with Western Avenue has been amended to a raised crossing, similar to the style implemented recently in Elmleigh Road, Havant. Proposed ramp gradients are 1:10 for the Waterloo Court approach, and 1:15 across the junction bellmouth. 100mm upstand PC1 kerbs will form the bellmouth, before a kerb return down the cycleway in each direction.

Stopping Up Order Consultation

In order to close the eastern side of the Western Avenue to facilitate the Park construction, the existing highway is to be stopped up. This statutory process requires a public notification/consultation period which closed on Friday December 19th. A number of objections were received by the DfT, and a summary file of all objections is here - [WA SUO Objections.xlsx](#) . As several of the objections cite safety concerns, these should be considered as part of the Audit scope.

The previous Stage 1 RSA is here - [04278 - RSA1 - Cycle & Pedestrian Improvements - Western Avenue, Andover - Report.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.

Ref.	Description	Relevant drawings	Approved (Y/N)
207/04-2025	Visibility beyond proposed loading bay on Chantry Street	CJ009625-HEH-HGN-40012558-DR-CH-1015	Y
208/04-2025	Visibility beyond proposed bus stand on West Street	CJ009625-HEH-HGN-40012558-DR-CH-1015	Y
219/05-2025	Lane widths adjacent to proposed refuge island on West Street	CJ009625-HEH-HGN-40012558-DR-CH-1020	Y
263/08-2025	Footway crossfall adjacent to Leisure Centre on West Street	N/A	Y
TBC	Underbridge 100mm kerb height	RJ509237-HEH-HKF-40012558-DR-CH-0001 RJ509237-HEH-HKF-40012558-DR-CH-0003 RJ509237-HEH-HKF-40012558-DE-CH-0001	TBC

The following relaxations are required:

- 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 - [251110 Stage 2 Audit](#)

Drawing Name	Drawing Number	Rev
General Arrangement Overview & Sheet Layout	RJ509237-HEH-HGN-40012558-DR-CH-0010	P05
General Arrangement - Sheet 1 of 4	RJ509237-HEH-HGN-40012558-DR-CH-0001	P03
General Arrangement - Sheet 2 of 4	RJ509237-HEH-HGN-40012558-DR-CH-0002	P04
General Arrangement - Sheet 3 of 4	RJ509237-HEH-HGN-40012558-DR-CH-0003	P04
General Arrangement - Sheet 4 of 4	RJ509237-HEH-HGN-40012558-DR-CH-0004	P03
Proposed Drainage - Sheet 1 of 4	RJ509237-HEH-HDG-40012558-DR-CH-0001	P03

Proposed Drainage - Sheet 2 of 4	RJ509237-HEH-HDG-40012558-DR-CH-0002	P03
Proposed Drainage - Sheet 3 of 4	RJ509237-HEH-HDG-40012558-DR-CH-0003	P03
Proposed Drainage - Sheet 4 of 4	RJ509237-HEH-HDG-40012558-DR-CH-0004	P03
Ducting, Drawpits and Service Covers - Sheet 1 of 4	RJ509237-HEH-HDG-40012558-DR-CH-0101	P02
Ducting, Drawpits and Service Covers - Sheet 2 of 4	RJ509237-HEH-HDG-40012558-DR-CH-0102	P02
Ducting, Drawpits and Service Covers - Sheet 3 of 4	RJ509237-HEH-HDG-40012558-DR-CH-0103	P02
Ducting, Drawpits and Service Covers - Sheet 4 of 4	RJ509237-HEH-HDG-40012558-DR-CH-0104	P02
Kerbs, Footways and Paved Areas - Sheet 1 of 4	RJ509237-HEH-HKF-40012558-DR-CH-0001	P02
Kerbs, Footways and Paved Areas - Sheet 2 of 4	RJ509237-HEH-HKF-40012558-DR-CH-0002	P02
Kerbs, Footways and Paved Areas - Sheet 3 of 4	RJ509237-HEH-HKF-40012558-DR-CH-0003	P02
Kerbs, Footways and Paved Areas - Sheet 4 of 4	RJ509237-HEH-HKF-40012558-DR-CH-0004	P02
Kerb and Footway Details	RJ509237-HEH-HKF-40012558-DE-CH-0001	P02
Proposed Road Lighting - Sheet 1 of 4	RJ509237-HEH-HLG-40012558-DR-EO-0001	P02
Proposed Road Lighting - Sheet 2 of 4	RJ509237-HEH-HLG-40012558-DR-EO-0002	P02
Proposed Road Lighting - Sheet 3 of 4	RJ509237-HEH-HLG-40012558-DR-EO-0003	P02
Proposed Road Lighting - Sheet 4 of 4	RJ509237-HEH-HLG-40012558-DR-EO-0004	P02
Road Markings - Sheet 1 of 4	RJ509237-HEH-HMK-40012558-DR-CH-0001	P04
Road Markings - Sheet 2 of 4	RJ509237-HEH-HMK-40012558-DR-CH-0002	P04
Road Markings - Sheet 3 of 4	RJ509237-HEH-HMK-40012558-DR-CH-0003	P04
Road Markings - Sheet 4 of 4	RJ509237-HEH-HMK-40012558-DR-CH-0004	P04
Pavement Details – Sheet 1 of 2	RJ509237-HEH-HPV-40012558-DE-CH-0001	P01


Pavement Details – Sheet 2 of 2	RJ509237-HEH-HPV-40012558-DE-CH-0002	P01
Road Pavements - Sheet 1 of 4	RJ509237-HEH-HPV-40012558-DR-CH-0001	P02
Road Pavements - Sheet 2 of 4	RJ509237-HEH-HPV-40012558-DR-CH-0002	P02
Road Pavements - Sheet 3 of 4	RJ509237-HEH-HPV-40012558-DR-CH-0003	P02
Road Pavements - Sheet 4 of 4	RJ509237-HEH-HPV-40012558-DR-CH-0004	P02
Road Restraint Systems - Sheet 1 of 4	RJ509237-HEH-HRR-40012558-DR-CH-0001	P02
Road Restraint Systems - Sheet 2 of 4	RJ509237-HEH-HRR-40012558-DR-CH-0002	P02
Traffic Signs & Bollards - Sheet 1 of 4	RJ509237-HEH-HSN-40012558-DR-CH-0001	P04
Traffic Signs & Bollards - Sheet 2 of 4	RJ509237-HEH-HSN-40012558-DR-CH-0002	P04
Traffic Signs & Bollards - Sheet 3 of 4	RJ509237-HEH-HSN-40012558-DR-CH-0003	P04
Traffic Signs & Bollards - Sheet 4 of 4	RJ509237-HEH-HSN-40012558-DR-CH-0004	P04
Traffic Sign Face Details - Sheet 1 of 2	RJ509237-HEH-HSN-40012558-DE-CH-0001	P03
Traffic Sign Face Details - Sheet 2 of 2	RJ509237-HEH-HSN-40012558-DE-CH-0002	P03
Site Clearance - Sheet 1 of 4	RJ509237-HEH-HSC-40012558-DR-CH-0001	P02
Site Clearance - Sheet 2 of 4	RJ509237-HEH-HSC-40012558-DR-CH-0002	P02
Site Clearance - Sheet 3 of 4	RJ509237-HEH-HSC-40012558-DR-CH-0003	P02
Site Clearance - Sheet 4 of 4	RJ509237-HEH-HSC-40012558-DR-CH-0004	P02
Typical Cross Sections - Sheet 1 of 4	RJ509237-HEH-HSE-40012558-DE-CH-0001	P02
Typical Cross Sections - Sheet 2 of 4	RJ509237-HEH-HSE-40012558-DE-CH-0002	P02
Typical Cross Sections - Sheet 3 of 4	RJ509237-HEH-HSE-40012558-DE-CH-0003	P02
Typical Cross Sections - Sheet 4 of 4	RJ509237-HEH-HSE-40012558-DE-CH-0004	P02

Excavation and Milling – Sheet 1 of 4	RJ509237-HEH-HEW-40012558-DR-CH-0001	P03
Excavation and Milling – Sheet 2 of 4	RJ509237-HEH-HEW-40012558-DR-CH-0002	P02
Excavation and Milling – Sheet 3 of 4	RJ509237-HEH-HEW-40012558-DR-CH-0003	P03
Excavation and Milling – Sheet 4 of 4	RJ509237-HEH-HEW-40012558-DR-CH-0004	P02
Topsoiling, Seeding & Tree Pits – Sheet 1 of 4	RJ509237-HEH-HEW-40012558-DR-CH-0101	P02
Topsoiling, Seeding & Tree Pits – Sheet 2 of 4	RJ509237-HEH-HEW-40012558-DR-CH-0102	P02
Topsoiling, Seeding & Tree Pits – Sheet 3 of 4	RJ509237-HEH-HEW-40012558-DR-CH-0103	P02
Topsoiling, Seeding & Tree Pits – Sheet 4 of 4	RJ509237-HEH-HEW-40012558-DR-CH-0104	P02
West Street (Bus) Swept Path Analysis	CJ009625-HEH-HGN-40012558-DR-CH-1000	P04
Bus Station Turn Manoeuvre Swept Path Analysis	CJ009625-HEH-HGN-40012558-DR-CH-1001	P03
West Street (HGV) Lidl Swept Path Analysis	CJ009625-HEH-HGN-40012558-DR-CH-1002	P04
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
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	P03
Bus Stand Swept Path Analysis	CJ009625-HEH-HGN-40012558-DR-CH-1008	P03
Proposed Layout for Leisure Centre Chemical Deliveries	CJ009625-HEH-HGN-40012558-DR-CH-1011	P04
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	P03

Visibility Splays - Sheet 3 of 4	CJ009625-HEH-HGN-40012558-DR-CH-1016	P02
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	P02
Proposed Highway Geometry - Sheet 2 of 4	CJ009625-HEH-HGN-40012558-DR-CH-1021	P02
Proposed Highway Geometry - Sheet 3 of 4	CJ009625-HEH-HGN-40012558-DR-CH-1022	P02
Proposed Highway Geometry - Sheet 4 of 4	CJ009625-HEH-HGN-40012558-DR-CH-1023	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	RJ509237-ITS-HTS-40012558-DR-TR-0001-DTDS	P01
General Arrangement Landscape Layout	12766-LUC-XX-XX-DR-L-0001	P08
Proposed Parapet Replacement (B869 Portland Bridge)	RJ509237-HES-HGN-B869-DE-CH-1001	P01
Proposed Waterproofing and Joint Replacement (B869 Portland Bridge)	RJ509237-HES-HGN-B869-DE-CH-1002	P01
Proposed Waterproofing and Joint Replacement (B826 Mill Head Stream)	RJ509237-HES-HGN-B826-DE-CB-1001	P01

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:	
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