

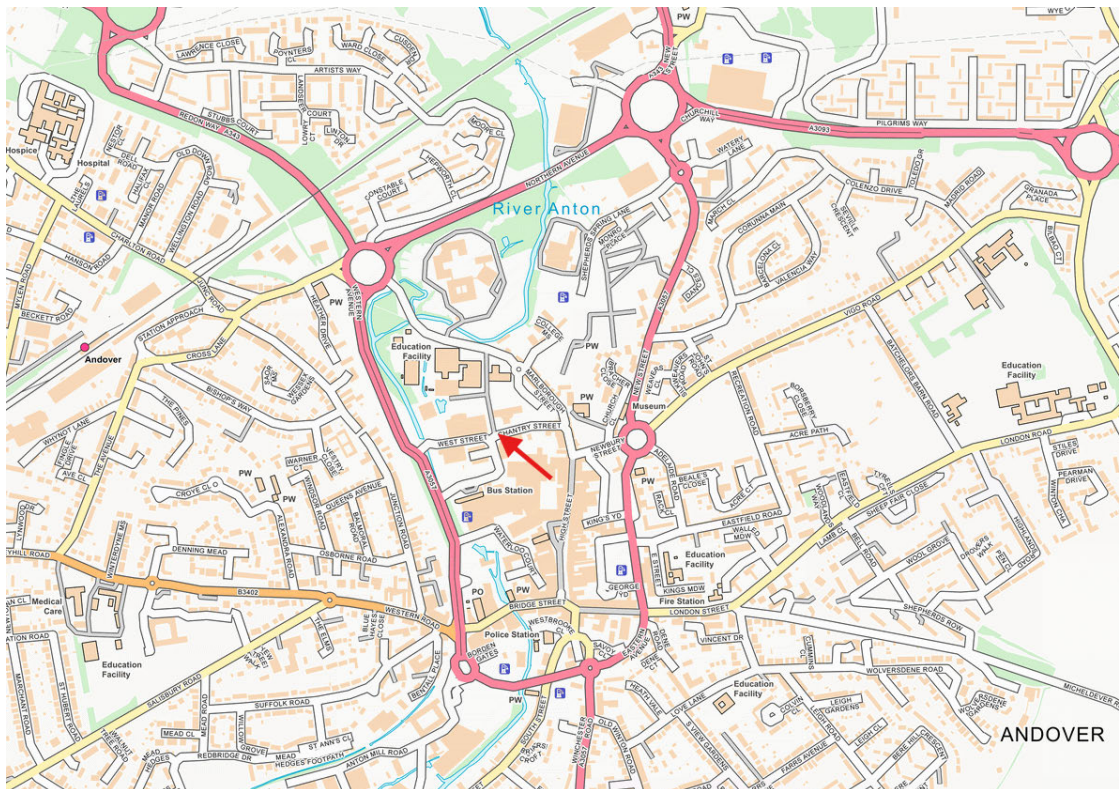
Submission for a Departure from Standard

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PLEASE SUBMIT ONE FORM FOR ONE DEPARTURE FROM STANDARDS ONLY.
THIS FORM IS FOR DETAILED DESIGN STAGE ONLY

Project Name:	Andover – Western Avenue
Project Ref:	R.J509237.01
HCC DfS list Reference:	207 A
Client / Developer Details:	Test Valley Borough Council
	Beech Hurst, Weyhill Road, Andover SP10 3AJ
	<i>Telephone No</i>
Consultant / Designer Details:	Engineering Services Hampshire County Council
	The Castle, Winchester SO23 8UJ
	<i>Telephone No</i>
Date Submitted:	21.05.2025

Scheme Details

Site Location



The location of the departure is Chantry Street, Andover, just to the east of the junction with West Street.

The scheme includes the area surrounding A3057 Western Avenue, Andover between the existing underpass and Bridge Street Junction. Works also impact West Street, Chantry Street and Waterloo Court.

Description of Scheme

Overall scheme, led by Test Valley Borough Council seeks to close off the Southbound side of the A3057 Western Avenue gyratory to allow it to be converted into a riverside park. HES have been commissioned to assist with required highway elements including routing all traffic along the remaining side of Western Avenue, relocating junctions with West Street and Waterloo Court, and changing West Street to two-way working to allow for traffic including buses access and egress.

Proposals also include realigning National Cycle Network 246 away from the proposed park and improving the segregated footway/cycleway facility between West Street and the subway to the North. ITS have been commissioned to design the signalised arrangement for the West Street junction, which includes a sparrow crossing. Waterloo Court, which is proposed to be accessed through a priority junction includes a parallel crossing into the proposed park, and a cycle priority crossing for NCN 246.

Accident Data

No recorded accidents within 140m of departure location. Nearest accident (Ref. 44220297447) involves pedestrian falling into side of vehicle exiting car park, slight injuries.

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

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

Speed Limit	30mph existing, 20mph proposed
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85%ile Speed	23.2mph recorded approx. 75m away on West Street
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Details of the Departure

Relevant Standard(s) and Clause(s)

Manual for Streets Table 7.1
TG3 Cl 3.6.3

Details of Departure from Standard

Minimum visibility "Y" distance of 25m for posted speed limit of 20mph not achievable from Chantry Lodge retirement home access, due to proposed on carriageway loading bay. Achievable visibility is 11.75m at a setback/X distance of 2m. Visibility is achieved between the proposed loading bay and back of footway, but vehicle parked in the loading bay will create a blind spot.

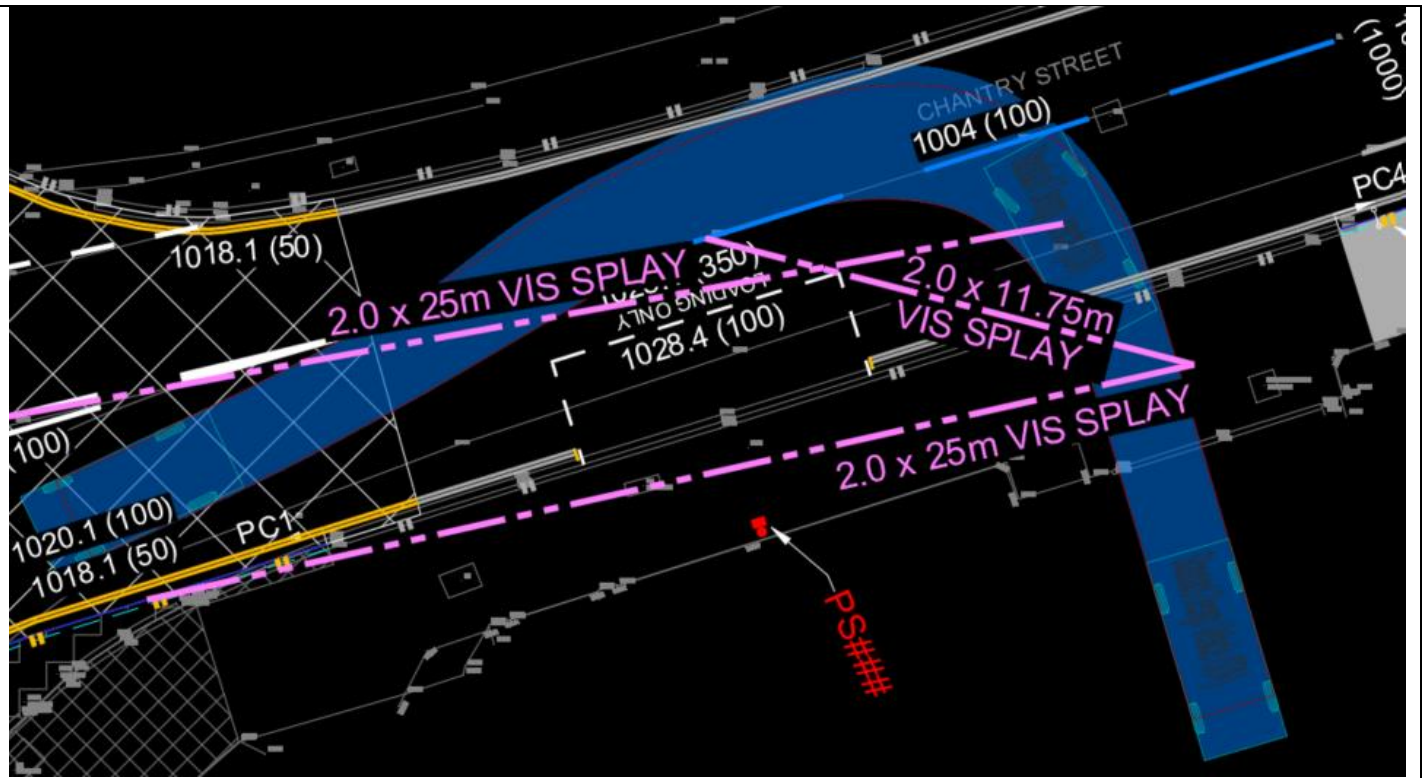
Reason for Departure

Historically, a loading bay was provided in the form of a layby on West Street for the adjacent Chantry Lodge retirement home development, but this was removed due to ground floor units being converted from retail to residential. Subsequently, there have been instances of problems with delivery vehicles serving Chantry Lodge, with existing loading prohibitions preventing kerbside delivery. It is seen as preferable to provide a designated area for loading only, as solely removing loading restrictions could cause goods vehicles and blue badge holders to stop or park in more hazardous locations.

Visibility Splays considerations

Achievable visibility for vehicles exiting Chantry Lodge car park

Blue vehicle track demonstrates how a vehicle entering the carriageway could pull out across the nearside lane to see past the loading bay. Visibility to the right is achieved before entering the carriageway. This two stage manoeuvre can achieve the required visibility in both directions one after the other.



Related Departures:

207 B – pedestrian and cycle visibility at crossing point past loading bay.

Detail any Relaxations in the area of the Departure:

N/A

Justification for Departure (include positive and negative impacts)

Consultants Mitigation

- Loading bay reduced to minimum possible length to restrict type of vehicle able to use it. 7m bay length allowing for 6m van with 1m tail lift. Also provides adequate space for supermarket delivery vehicles.
- Short term time restrictions (likely 30 minutes) will be imposed on the bay through upright signs to prevent it being used by a single vehicle for a prolonged period.
- Speed limit reduction to 20mph, and significant alteration in geometry mean that vehicles passing the loading bay will be preparing to slow for West Street junction.
- Good visibility to the right & behind bay along footway, which will allow vehicles to creep out to centre line and reassess visibility to the left from improved perspective.
- Vehicle entering the carriageway from this access are able to see more than the full visibility distance to the east, enter the nearside lane when clear and then look past the loading bay to the west before driving past the loading bay.

Safety

Installing a loading bay in a formalised arrangement albeit with substandard visibility is considered a safety improvement because it will help prevent haphazard loading that is currently taking place due to a lack of any existing provision.

No comments raised at RSA-1.

Environmental/Sustainability:

N/A

Accessibility:

N/A

Maintenance:

Impact limited to bay requiring suspension to facilitate any future maintenance works.

Construction Programme:

Negligible as road marking/signing works is required in the vicinity regardless.

Cost:

Road marking & upright sign/post only, therefore negligible increase (<£1000)

List of included documents and drawings

Document/Drawing title	Revision	Link
GA Overview & Sheet Layout	P02	CJ009625-HEH-HGN-40012558-DR-CH-0010 GA OVERVIEW & SHEET LAYOUT S2-P02.pdf
General Arrangement – Sheet 2 of 4	P01	CJ009625-HEH-HGN-40012558-DR-CH-0002 GENERAL ARRANGEMENT S2-P01.pdf
Visibility Splays – Sheet 2 of 4	P03	CJ009625-HEH-HGN-40012558-DR-CH-1015 VIS SPLAYS STOPPING SIGHT DISTANCES S2 P03.pdf
Traffic Speed/Volume Surveys	N/A	AADT Tables.pdf Chantry Street 2025 Survey Flows.xlsx CJ009625-HEH-SiteInfo-ATC Traffic Surveys-09-2023.xlsx
Accident Data	N/A	A3057 Western Avenue, West Street and Chantry Street Andover plot.pdf A3057 Western Avenue, West Street and Chantry Street Andover.pdf

Departure Request Review *(Office Use only)***Chief Highways Engineer**

Name:

Iain Sloane

Signed:



Job Title:	Chief Engineer
Date:	22/5/25

Departure State <i>(X as appropriate)</i>	Approved X	Approved with comments	Declined
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