

Submission for a Departure Standard



Hampshire
County Council from

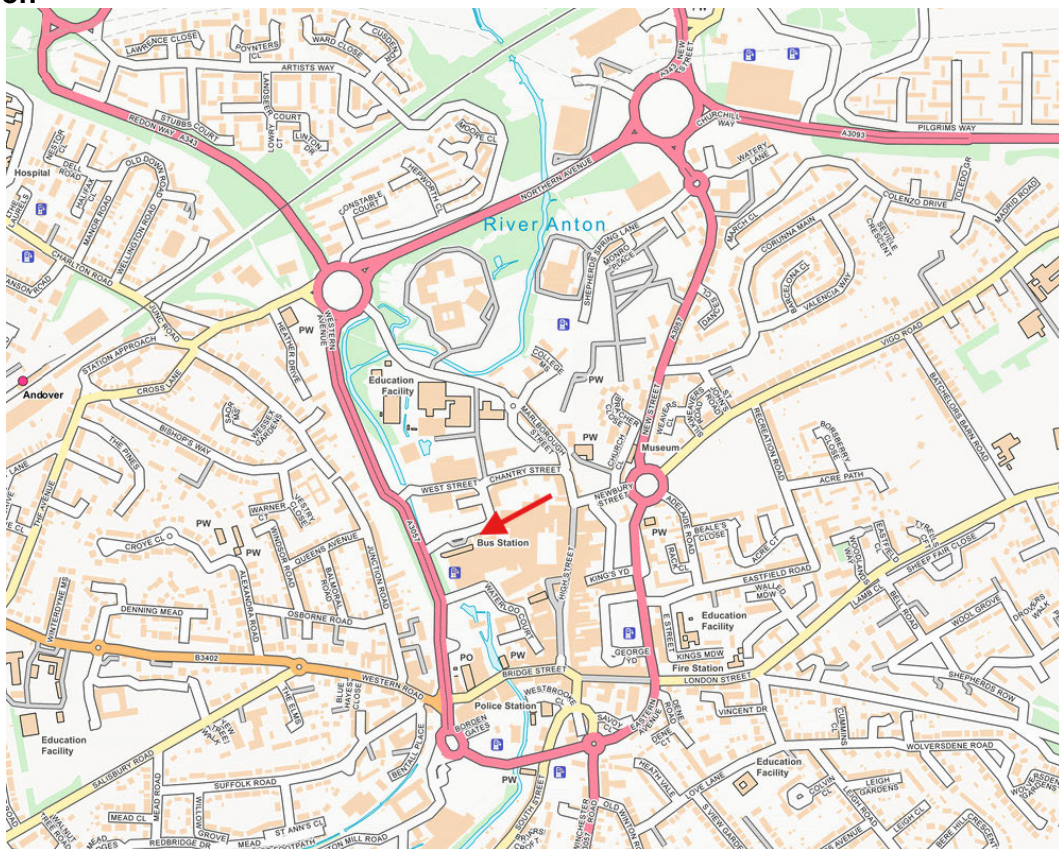
ONLY SUBMIT AS A WORD DOCUMENT – THE FILE WILL BE CONVERTED TO PDF ONLY UPON FINAL DECISION BY THE CHIEF ENGINEER.

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:	208
Client / Developer Details:	Test Valley Borough Council Beech Hurst, Weyhill Road, Andover SP10 3AJ
Consultant / Designer Details:	Engineering Services Hampshire County Council The Castle, Winchester SO23 8UJ
Date Submitted:	16 th April 2025, Revised 21 st May 2025

Scheme Details

Site Location



The location of the departure is West Street, Andover, at the pedestrian crossing between the Chantry centre and Lidl. Grid reference 436304,145630

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 30m of departure location. Nearest accident (Ref. 44210356813) involves cyclist being struck by reversing vehicle.

Speed Limit	30mph existing, 20mph proposed
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85%ile Speed	18.4mph recorded <20m away
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Details of the Departure

Relevant Standard(s) and Clause(s)

TG3 Stopping Sight Distances and Visibility Splays, Cl 3.6.3
Manual for Streets (Table 7.1)

Details of Departure from Standard

Minimum visibility "Y" distance of 25m for posted speed limit of 20mph not achievable to the East for pedestrians at uncontrolled crossing point due to proposed bus stands. Achievable visibility is 17m. The geometry of the road, with bus stands being on the outside of a curve allows for visibility to extend past the carriageway edge, so blind spot area created by buses is minimal.

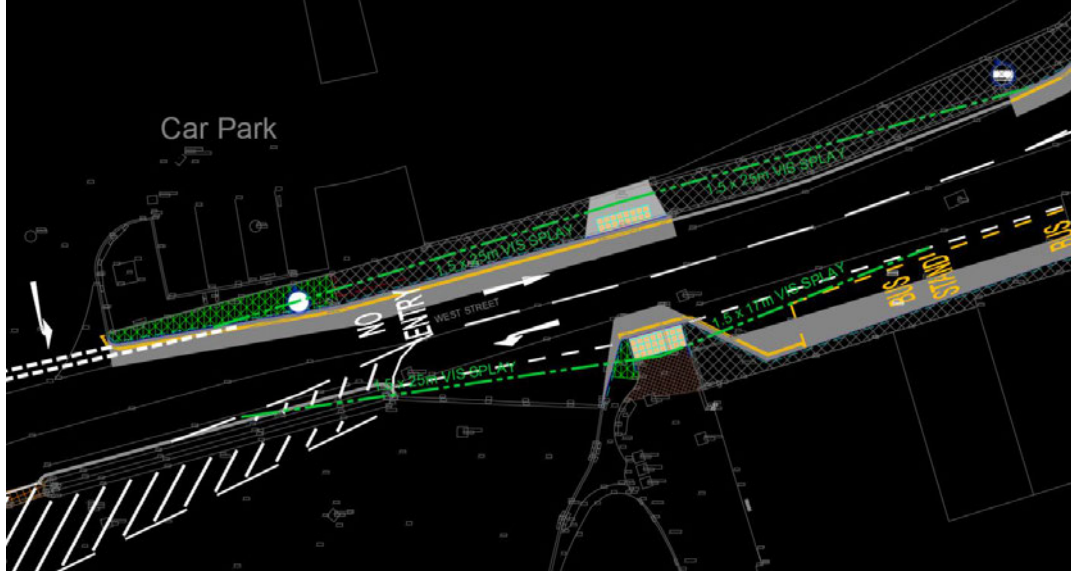
The proposed highway changes will reduce traffic flows at the crossing location. 2024 baseline modelled (one-way only) AADT is 2494 vehicles (10.7% HGV) and projected 2040 modelled two-way AADT is 1951 (24.7% HGV).

Reason for Departure

Width to accommodate bus stands is limited, as is the extent of the crossing build out due to swept paths into the bus station. Further reduction in length of bus stands from proposed 31m would likely restrict it to either 1 No. large or 2 No. smaller buses. Proposals already compromise the existing bus stand capacity, consisting of a 41m stand on A3057 Western Avenue.

Visibility Splays considerations

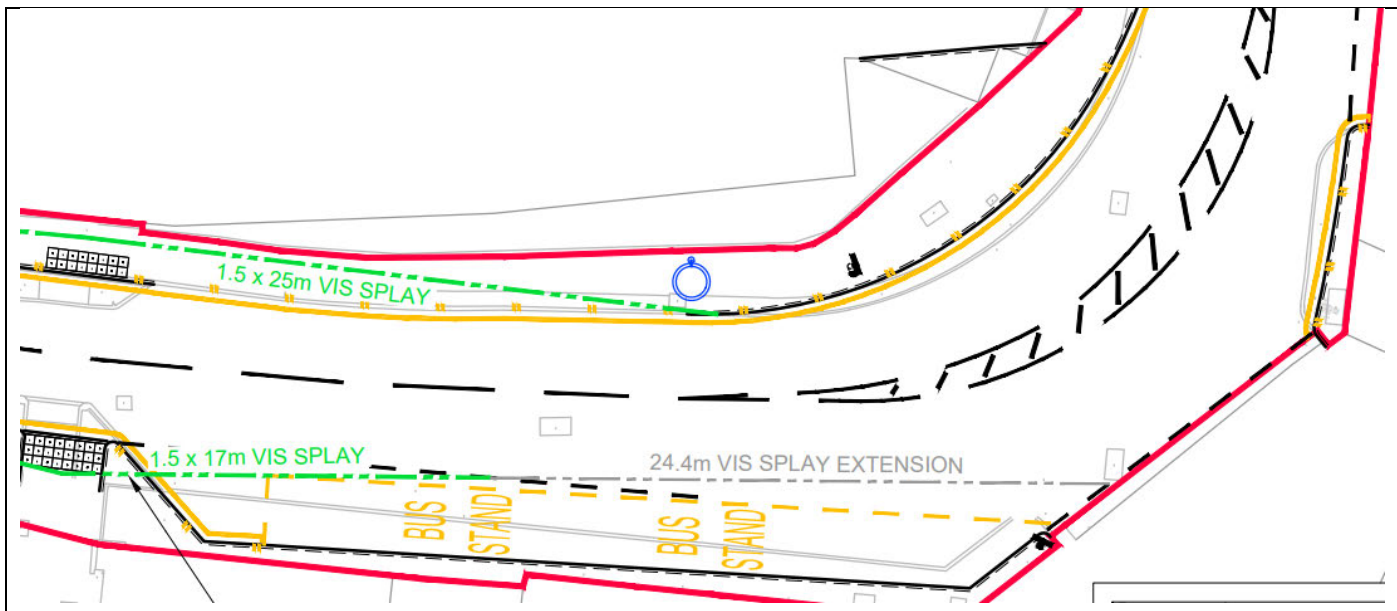
Achievable visibility for pedestrians



Approximate visibility from target Y distance. Encroachment into carriageway of left-hand crossing build out to be reduced



The blind area shown below is minimal, and it is unlikely that a vehicle would be hidden in this zone and traveling at speed towards the pedestrian crossing. This section of the road is intended for buses and lorries only on the approach to the crossing. There is good visibility of all approaching vehicles on carriageway prior to the hidden zone, therefore it is unlikely that pedestrians will not be aware of approaching vehicles.



Related Departures:

N/A

Detail any Relaxations in the area of the Departure:

N/A

Justification for Departure (include positive and negative impacts)

Consultants Mitigation

- The bus stand has been located as far south as possible with new carriageway construction proposed instead of the existing footway. A narrow walkway has been retained for use by Stagecoach drivers to access the parked buses.
- The changes to the highway layout will reduce traffic flows at the crossing location.
- The carriageway is as narrow as possible in line with TG1.
- Speed limit reduction to 20mph

Safety

The proposed layout and departure is unlikely to adversely affect safety. The crossing length is longer, and two-way traffic will have to be navigated as opposed to one-way, however traffic flows will reduce due to access to the bus station being restricted on West Street, providing greater crossing opportunities.

A Road Safety Audit Stage 1 is being carried out on Friday 11th April 2025. The report will be available for the DfS Panel Meeting. Informal meetings with the panel have already taken place on 16th December 2024 and 5th February 2025 to discuss the departure and provisionally agree.

Environmental/Sustainability:

Not providing a bus stand at the proposed location would require fewer materials for new carriageway pavement construction. However, if not at the proposed location, a bus stand would have to be provided at another location which has not been possible to identify to Stagecoach's satisfaction.

Accessibility:

ES has worked closely with Stagecoach bus company to reach a solution which is acceptable for both parties. It is recognised that if the existing bus stands on Western Avenue were to be removed and not relocated elsewhere, this could create operational difficulties for the Stagecoach which could in turn lead to a reduction in bus services for customers.

The proposed layout and departure is very unlikely to affect pedestrian usage of the crossing.

Maintenance:

The bus stand would likely be resurfaced with the adjacent carriageway with maintenance requirements being the same regardless of bus stand location.

Construction Programme:

N/A

Cost:


Alternative bus stands would have to be provided for the scheme to be viable so cost associate with new bay construction would be incurred regardless of location. Moving the bus stand further still whilst maintaining a narrow walkway is not possible due to the presence of the Waitrose building on the highway boundary. Costs associated with land acquisition and alterations to the building would be prohibitively high.

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	CJ009625-HEH-SiteInfo-ATC Traffic Surveys-09-2023.xlsx
Traffic Modelling Data	N/A	AADT Tables.pdf
Accident Data	N/A	A3057 Western Avenue, West Street and Chantry Street Andover.pdf A3057 Western Avenue, West Street and Chantry Street Andover plot.pdf

Provide details of drawings and documents (include references, drawing numbers with Revisions etc.) including:

Site location plan – NMU Context & Audit Report -Scheme Layout – Road Markings – Traffic Signs – Site Clearance – Vertical Alignment – Cross Sections – Street Lighting – Traffic Counts - Speed Data.....

Departure Request Review *(Office Use only)***Chief Highways Engineer**Name: **Iain Sloane**Signed: Job Title: **Chief Engineer**Date: **22/5/25****Departure State***(X as appropriate)*

Approved

X

Approved with comments

Declined