

Submission for a Departure from Standard

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THIS FORM IS FOR DETAILED DESIGNING STAGE ONLY

Project Name:	Andover – Western Avenue
Project Ref:	C.J009625.01
HCC DfS list Reference:	219
Client / Developer Details:	Test Valley Borough Council
	Beech Hurst, Weyhill Road, Andover SP10 3AJ
	<i>Telephone No</i>
Consultant / Designer Details:	Hampshire Engineering Services Hampshire County Council
	The Castle, Winchester SO23 8UJ
	<i>Telephone No</i>
Date Submitted:	19.05.2025

Scheme Details
<p>Site Location</p> <p>Area surrounding A3057 Western Avenue, Andover between Folly Roundabout and Bridge Street Junction. Works also impact West Street, Chantry Street and Waterloo Court.</p> <p>CJ009625-HEH-HGN-40012558-DR-CH-0010 GA OVERVIEW & SHEET LAYOUT S2-P02.pdf</p>
<p>Description of Scheme</p> <p>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 it 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.</p> <p>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.</p>

Accident Data

Nearest accident (Ref. 44220297447) involves pedestrian falling onto offside of vehicle at the exit for the leisure centre car park..

[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	23.2 recorded approx. 100m away
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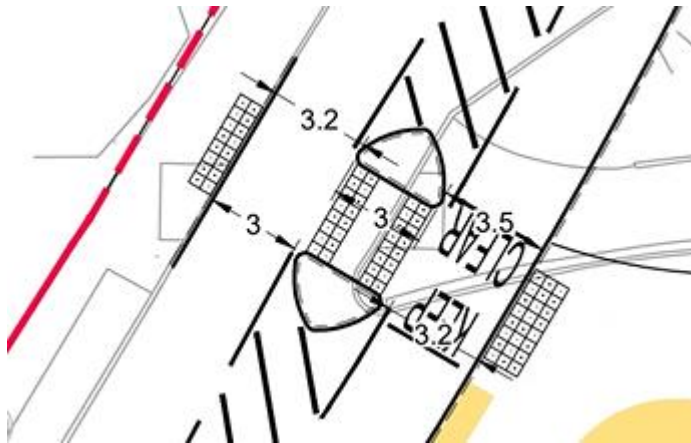
Details of the Departure

Relevant Standard(s) and Clause(s)

TG10 CI 5.7.6 (derived from LTN 1/20)

Details of Departure from Standard

Lane width past proposed refuge island is 3.5m kerb-to-kerb on Southern side, which places it within the 3.2-3.9m width perceived as hazardous for overtaking of cyclists. Lane width kerb to lane line is 3.2m.



Reason for Departure

Majority of deflection for island takes place for Westbound traffic, which is compounded by the Southern kerb needing to tie into the existing bridge deck kerbs after the island. As there will be a high volume of bus traffic due to being the only route to and from Andover bus station, the additional 300mm space over the recommended 3.2m lane width provides additional width for the deflection. Significant swept path analysis has been undertaken, including real world tracking at Thruxton Circuit, to reach a solution which Stagecoach are accepting of.

Visibility Splays considerations

N/A

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**

- High quality shared use footway provision is proposed for the length of West Street, providing an alternative for cyclists to riding on carriageway.
- Hatched road markings narrow the visual lane width to 3.2m
- Lane is a consistent width on approach to crossing island, no sudden change in width.
- Only relevant to Southern side of Island, Northern side (Eastbound traffic) proposed at 3.2m kerb-to-kerb

Safety

No comments raised for current proposals, but comment was raised at RSA-F on previous design which saw a single stage crossing with no island provision, due to proximity to signalised junction. RSA 1 has been subsequently completed on current design, with a NIL response.

Environmental/Sustainability:

N/A

Accessibility:

- Refuge island provides better provision for pedestrians and cyclists, giving them opportunity to cross in 2 stages. This is particularly important due to the mix of traffic approaching from the signalised junction, as well as queuing traffic waiting at signals.
- Having a crossing in this location serves a key desire line from the proposed riverside park to the Leisure Centre & Andover College. Without a provision here, it is likely that pedestrians & cyclists would cross between traffic. There is also a known future development of the Magistrates Court which could see a route for pedestrians added to the Eastern side of the River north of West Street, which could connect directly into this crossing.

Maintenance:

Minimal impact

Construction Programme:

Minimal impact

Cost:


Minimal increase in carriageway construction due to additional 300mm width over standard 3.2m

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 1 of 4	P01	CJ009625-HEH-HGN-40012558-DR-CH-0001 GENERAL ARRANGEMENT S2-P01.pdf
Proposed Highway Geometry – Sheet 1 of 4	P02	CJ009625-HEH-HGN-40012558-DR-CH-1020 PROPOSED HIGHWAY GEOMETRY S2-P01.pdf
Traffic Speed/Volume Surveys	N/A	CJ009625-HEH-SiteInfo-ATC Traffic Surveys-09-2023.xlsx AADT Tables.pdf Chantry Street 2025 Survey Flows.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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