

Submission for a Departure from Standard

Project Name:	Andover – Western Avenue
Project Ref:	R.J509237.01
HCC DfS list Reference:	263/08-2025
Client / Developer Details:	Test Valley Borough Council
	Beech Hurst, Weyhill Road, Andover SP10 3AJ
Consultant / Designer Details:	Hampshire Engineering Services Hampshire County Council
	The Castle, Winchester SO23 8UJ
Date Submitted:	08.08.2025

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)

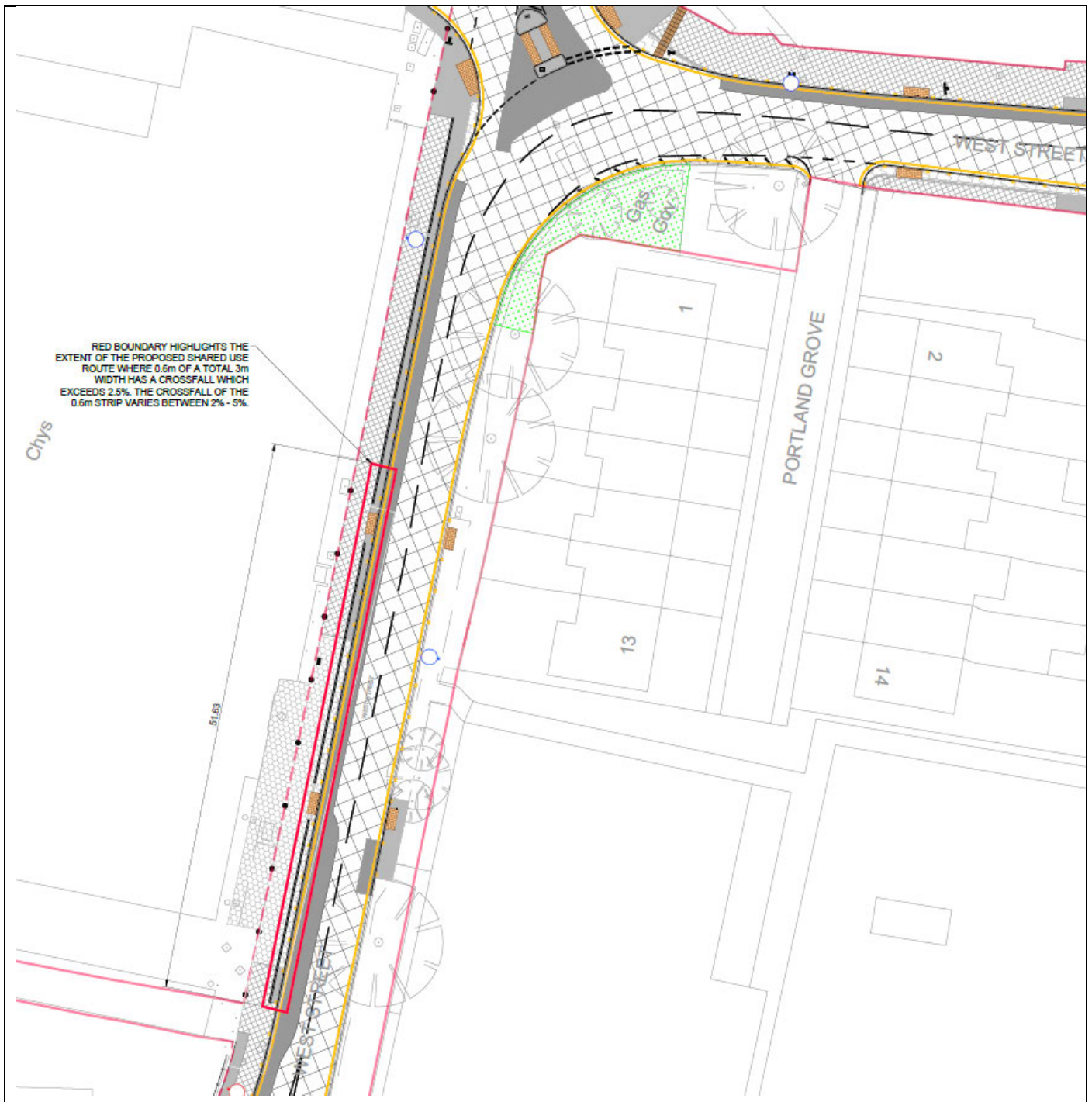
TG10 Cl 5.4.1

Details of Departure from Standard

Of a 3m wide shared use route, 0.6m is proposed to have a crossfall of between 2% – 5%, this will be in excess of the maximum crossfall outlined in TG10 which is 2.5%.

The section of shared use route affected is approximately 50m in length, with the 5% crossfall only extending for 10m over this extent.





Reason for Departure

The highway boundary is at the rear of the footway and abuts existing hard standing and access points to the leisure centre, this makes it unfeasible to raise the levels here. The carriageway kerb height cannot also not be altered easily as it would require wider carriageway reconstruction and reprofiling.

We have looked to move the V-channel to the centre of the shared use route to even out the cross fall, but this would place the channel on top of existing stats. This option would require gullies to be moved to the new channel and likely stats diversions.

We looked at potential rain garden and other SUDS solutions, but these would narrow the 3m shared use route to 2m in places which is not desirable, especially as the route is covered in the LCWIP.

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**

- 2.4m of the shared use route will have a crossfall of between 1.5% - 2.5%, allowing users to use this section if it is more comfortable.
- The reprofiled footway channel will improve the existing drainage arrangement. Currently the whole footway ponds during rain events, this will help direct water to gullies.

Safety

A Road Safety Audit has been carried out for the scheme which did not raise any issues. This departure is for an existing scenario which was not known at the time of the audit. RSA has since reviewed this departure with no objections.

Environmental/Sustainability:

N/A

Accessibility:

Positive – The leisure centre has a large area of hardstanding adjacent to the shared use route for chemical deliveries which is being increased as part of the scheme. This widens the effective width of the shared use route, albeit this is outside the highway boundary.

Negative – 0.6m of the shared use route will have a crossfall in excess of the TG which could be uncomfortable for some users.

Positive – 2.4m of the shared use route will have a compliant crossfall.

Maintenance:

Positive – this arrangement proposes a profiled channel and gullies. Bespoke solutions such as rain gardens, permeable paving and channel drains were all explored which would have had a higher maintenance liability.

Construction Programme:

Positive – Solution is an enhanced version of the existing arrangement, reducing the need for additional work such as carriageway reconstruction.


Cost:

Positive - Will prevent the need to reconstruct and reprofile the extent of the shared use route and carriageway to achieve adequate crossfalls.

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-0002 GENERAL ARRANGEMENT 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 Comments**

Name:	Iain Sloane
Signed:	
Job Title:	Chief Engineer
Date:	14/8/2025

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