NATTRAN/SE/S247/6126 **TVBC/PB/1**

PLANNING PERMISSION REF: 25/01047/FULLN

TEST VALLEY BOROUGH COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

SECTION 247

PROPOSED STOPPING UP OF HIGHWAY AT WESTERN AVENUE, ANDOVER, HAMPSHIRE

OS GRID REFERENCE [436202, 145700 – 436283, 145515]

PROOF OF EVIDENCE

ON BEHALF OF THE APPLICANT

HIGHWAYS AND TRANSPORTATION

PHIL BRADY

DIRECTOR

STANTEC UK LIMITED

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1. INTRODUCTION

1.1. This proof of evidence is prepared on behalf of the applicant, Test Valley Borough Council ("the Council") and produced in support of an application under section 247 of the Town and Country Planning Act 1990 ("TCPA 1990") to stop up highway in the Borough of Test Valley in relation to planning permission reference 25/01047/FULLN.

1.2. Reference to CD/[x] are to documents in the Core Documents.

2. QUALIFICATIONS, EXPERIENCE AND SCOPE OF EVIDENCE

Qualifications and Experience

2.1. My name is Phil Brady, and I am a Director at Stantec UK Limited (Stantec) with responsibility for the Transport South Team based out of our Reading/Oxford and Southampton offices. My role is to act as a project director and technical support for our private and public sector clients across all their transport requirements on their projects across the UK.

2.2. I have been a Director at Stantec UK Limited since 2018, and prior to that I was an Equity Director with Peter Brett Associates prior to their merger with Stantec and therefore have 39 years' experience across both companies. I have been and still am responsible for acting as Framework Manger or Discipline lead across many of Stantec's Public Sector Frameworks including Hampshire County Council, Wokingham Borough Council, Reading Borough Council and others. Within this role I am required to provide advice on policy, strategy and design across all aspects of transport and highway design across all modes

2.3. I hold a BENG(Hons), ONC and HNC in Civil Engineering and I am a member of the Institute of Highways and Transportation, Institute of Logistics and Transport and the Transport Planning Society.

2.4. I have been involved with the Development since the planning application process and was responsible for the preparation of the Transport Assessment which supported the planning application and consultation with the relevant highway disciplines in the council to secure its consent with respect to transport and highways.

Declaration

2.5. The evidence which I have prepared and provided in this proof of evidence is true to the best of my knowledge and belief and are in accordance with the CIHT Professional Standards and Conduct Policy. I confirm that the opinions expressed are my true and professional opinions.

Scope of Evidence

2.6. This Proof of Evidence should be read in conjunction with the Statement of Case dated 29th May 2026 (CD/9.01) and the proofs of evidence of David Jowsey (Local Highway Authority), Ross Rawlings (Road Safety), Tim Rose (Air Quality and Noise) and Fay Smiles (Planning).

2.7. My evidence is made in support of the SUO Application which was submitted by the Council to the Secretary of State for Transport on 28 July 2025 (CD/1.01) and which is to be considered and determined by the Secretary of State for Transport following a Public Inquiry beginning on 30 June 2026.

2.8. In my evidence I use the term: -

2.8.1. "SUO Application" to mean the application made pursuant to section 247 TCPA 1990 and submitted by the Council to the Secretary of State for Transport to stop up sections of highway at Western Avenue to enable the Development to be carried out;

2.8.2. "Development" to mean the development authorised under planning permission reference 25/01047/FULLN for the closure / stopping up and removal of the southbound carriageway of the Western Avenue gyratory and associated changes to the highway network, including West Street and Waterloo Court, to allow for the

development of a park with areas of hard and soft landscaping, play areas, lighting, pavilion, river viewing platforms and an off-road cycleway in Andover, Hampshire.

2.9. The purpose of my evidence is to provide evidence on highways and transportation issues with regard to the proposed SUO Application. In particular my evidence:

2.9.1. summarises the proposed Development and purpose of the SUO Application;

2.9.2. refers to the site and current highways proposed to be stopped up pursuant to the SUO Application;

2.9.3. summarises Stantec's/my involvement with the Development and the SUO Application;

2.9.4. refers to and explains the key transport assessment evidence which supported the planning application for the Development, including the key methodologies used, assessments undertaken and conclusions reached;

2.9.5. refers to and provides comments on the objections to the proposed SUO Application relating to transport and highway matters; and

2.9.6. describes the relationship between the highway proposed to be stopped up and the proposed Development and whether the SUO Application is necessary for the Development.

3. SUMMARY OF THE DEVELOPMENT AND PURPOSE OF SUO APPLICATION

3.1. On 3 October 2025 full planning permission was granted by the Council (in its capacity as local planning authority) for the Development, being the development of a riverside park with areas of hard and soft landscaping, play areas, lighting, pavilion, river viewing platforms and an off-road cycleway in Andover, Hampshire. The Development involves the closure and removal of the southbound carriageway Western Avenue gyratory and associated changes to the highway network, including West Street and Waterloo Court. A copy of the planning permission for the Development and associated site location plan is at (CD/5.1.12).

3.2. The Development is, I understand, a priority project for the Council and is intended to improve the vibrancy of Andover Town Centre by opening up the River Anton. Further details regarding the Development and the planning aspects of the Development, including the benefits to be delivered by the Development, are more particularly referred to in the Proof of Evidence of Fay Smiles (Planning) (CD/11.05).

4. DESCRIPTION OF THE SITE AND PROPOSED HIGHWAYS TO BE STOPPED UP PURUSANT TO THE SUO APPLICATION

4.1. The site for Development is more particularly referred to in the evidence of Fay Smiles (Planning) and section 4 of the Transport Assessment, prepared by Stantec, and dated April 2025 in support of the planning application for the Development. A copy of that assessment is at (CD/5.1.06).

4.2. Western Avenue is currently a dual carriageway running between Folly's roundabout to the north and the signalised junction with Bridge Street to the south. Access to West Street and Waterloo Court is provided by a gyratory at the centre of Western Avenue.

4.3. West Street is located to the east of the Western Avenue gyratory. It is a 30mph one way loop that is accessed from and exits to the Western Avenue Gyratory southbound carriageway. West Street provides access to West Street Car Park, Andover Leisure Centre, Chantry Street, Chantry Lodge, the residential cul-de-sac of Portland Grove, service yards associated with the Chantry Centre and the Andover bus station.

4.4. Waterloo Court is located to the southeast of the Western Avenue gyratory. Waterloo Court is a dead-end road that provides access to Chantry Centre multi-storey car park, and multiple service yards for businesses in the town centre.

4.5. The Development proposals comprise of the creation of a new riverside park along Western Avenue which will be enabled by a wider highways infrastructure project that will reconfigure the Western Avenue gyratory and include changes to the arrangement of West Street, which presently circulates around the Lidl store.

4.6. The existing southbound carriageway of Western Avenue as well as the southern access from West Street onto the gyratory and the access to the Lidl car park are proposed to be stopped up. The effect of the stopping up and the Development is that the existing northbound carriageway of Western Avenue would become a two-way single carriageway and West Street would become two-way for access only and will not support any vehicle through movements. This modified plan is shown in (CD/1.04). A new all-moves signalised junction will be developed at Western Avenue/West Street, as well as a new cycle priority give way junction at Western Avenue/Waterloo Court. This is shown in (CD/5.1.14) (Drawing CJ0009625-HEH-HGN-40012558-DR-CH-0010**)**. This would create an uninterrupted cycle route between Town Mills pocket park and the proposed signalised junction at West Street/Western Avenue.

4.7. In preparing this evidence, I confirm I have reviewed the proposed modified SUO plan (CD/1.04) and confirm that this does not change anything within this proof evidence or previous assessments carried out. The proposed modified SUO plan removes a section of West Street from the land proposed to be stopped up. I understand that this is proposed by the Council because this area of land is not required to be stopped up in order to deliver the Development and will remain as highway.

5. STANTEC / MY INVOLVEMENT WITH THE DEVELOPMENT

5.1. Stantec was commissioned in December 2024 to undertake a review of the Transport Scoping Note submitted by Land Use Consultants to Hampshire County Council in December 2024. The Transport Scoping Note was produced at the pre-application stage and set out the relevant policies, summarised the development proposals, summarised the junction modelling undertaken by Hampshire Engineering Services, as well as setting out to the highway authority what assessment work would be required within the Transport Assessment.

5.2. Following this, Stantec prepared the Transport Assessment to support the application for planning permission for the scheme. This included a review of relevant national and local policy, the existing conditions, the proposed access and delivery and servicing arrangements, the active travel strategy, the public transport strategy and a robust assessment of the expected traffic impacts of the scheme.

5.3. I have been involved in this project throughout the entirety of Stantec's involvement.

6. TRANSPORT ASSESSMENT

6.1. The Transport Assessment (CD/5.1.06), supporting the planning permission, sets out how the Development would provide active travel benefits to Andover Town Centre, how the Development would comply with Hampshire County Council's Design Guidance, how the proposed delivery and servicing and public transport strategy would work, and how the Development would not result in any significant impacts to the operation or safety of the local highway network.

6.2. An active travel assessment was undertaken within the Transport Assessment to understand the impact that the Development would have from this perspective. The Active Travel England (ATE) route review tool (within Appendix F of CD/5.1.06), was used to assess how the proposals contribute to the 'Street Level of Service' (safety, accessibility, comfort, directness, attractiveness and cohesion) and 'Placemaking' (social activity, personal security, character and legibility and environmental) of both the proposals at Western Avenue and West Street compared to the existing layout. The tool showed that the Western Avenue score would improve in Street Level of Service by 46% and by 48% in Placemaking. West Street would improve by 11% and 10% respectively.

6.3. The Transport Assessment also showed how the Development will create a segregated route which enhances National Cycle Network (NCN) Route 246 and contributes to the preferred future cycle routes identified within Northern Test Valley Local Cycling and Walking Infrastructure Plan (LCWIP) (CD/5.2.07). The Development will also improve the accessibility of the town centre for both pedestrians and cyclists travelling from Andover train station as the proposals tie into the existing underpass underneath Western Avenue.

6.4. The Highway Geometry Drawings provided in (CD/5.1.15) (Drawings CJ009625-HEH-HGN-40012558-DR-CH-1020 to 1023) detail how the proposed pedestrian and cycle infrastructure would comply with Hampshire County Council Technical Note 10 (Appendix 2). Where the shared footway/cycleway widths would be narrowed as a result of the conversion of West Street to a two-way carriageway, the widths proposed are 3.0m, which correspond with the minimum acceptable widths for shared footway/cycleways.

6.5. The Transport Assessment sets out the new Public Transport Strategy for the Development. Under the existing layout, buses access the bus station by entering West Street via the northern junction with Western Avenue before circulating West Street into the bus station and then exiting the bus station left and then onto the southbound Western Avenue carriageway. Under the proposals, buses would enter and exit West Street via the proposed signalised junction with Western Avenue and would undertake a U-turn movement when exiting the bus station.

6.6. The swept path analysis undertaken in (CD/5.1.16) shows that two opposing bus movements can safely pass one another without overhanging the footway and impacting pedestrians.

6.7. The proposed Delivery and Servicing Strategy is also set out within (CD/5.1.06). Under the existing layout, the delivery/servicing vehicles access Lidl directly from Western Avenue and Portland Grove/Servicing Areas via circulating West Street. All vehicles exit via West Street and the junction with the southbound Western Avenue carriageway. Similarly to the public transport strategy, delivery and service vehicles, including vehicles for Lidl, would enter and exit West Street via the proposed signalised junction with Western Avenue.

6.8. The swept path analysis undertaken in (CD/5.1.16) show that all the required delivery and servicing vehicles can safely enter and exit West Street, and all required servicing areas in forward gear and without overhanging the footway.

6.9. The safety of the proposed new road network is discussed further in the evidence of Ross Rawlings (Road Safety).

6.10. The Transport Assessment provided a summary of the modelling undertaken which informed the design of the proposed highway layout. A VISSIM model was developed using the North Hampshire Transport Model (NHTM19) which modelled the existing highway layout and the future preferred design (including the whole Andover Masterplan) in a future year of 2040.

6.11. The key findings from this model were that the preferred design would not have a significant impact on highway capacity, journey times or congestion in Andover town centre, however there would be localised queueing and minor delays in the peak hours at the proposed signalised junction.

6.12. In the Transport Assessment, the local transport impact at the West Street/Western Avenue and Waterloo Court/Western Avenue junctions were assessed using the local junction modelling software LinSig and Junctions 10 respectively. The outputs of these are provided in Appendix H and I of the Transport Assessment (CD/5.1.06).

6.13. Baseline data was obtained through traffic surveys undertaken in April 2024 and January 2025 which were then increased to 2040 traffic flows using a 17.2% growth factor that was obtained from the NHTM19 model.

6.14. The traffic flows were then reassigned for the proposed highway layout and inputted into the models to understand the delays and queuing associated with both junctions.

6.15. The local junction modelling assessments concluded that the Development would not have a significant impact at these junctions as both junctions worked well within capacity.

6.16. A sensitivity test for the proposed Andover Theatre at Waterloo Court was also undertaken. The local junction modelling concluded that the Waterloo Court junction has a minor reduction in spare capacity as a result of the theatre development, but this is not significant and the junction is considered to operate within defined requirements. The sensitivity junction modelling outputs are provided in Appendix J of the Transport Assessment (CD/5.1.06).

Updates to the Transport Assessment in relation to the SUO Application

6.17. I consider that the Transport Assessment remains valid as supporting evidence for the SUO Application however certain elements of the scheme have been assessed further following the date it was finalised.

6.18. A Stage 2 Road Safety Audit (CD/5.1.10), post the grant of planning permission, was undertaken which concluded there were no highway safety issues with the Development.

6.19. Consultation with Places Leisure has been undertaken to relocate the school swimming lesson drop off and collection point from the existing bus stand on Western Avenue. Following this consultation, it has been proposed that the drop off and collection would occur at the existing bus stop further north on the Western Avenue southbound carriageway. This arrangement provides a shorter route for the students between the bus stop and the leisure centre and does not require the students to walk adjacent to or cross the carriageway. Appendix 1 shows the location of the proposed school bus drop off and collection point for students attending swimming at the leisure centre.

7. TRAFFIC AND HIGHWAYS IMPACTS

7.1. The Development proposes the removal of the southbound Western Avenue carriageway and the conversion of the northbound carriageway into a two-way single carriageway road. This would remove the exit from West Street onto Western Avenue and the Western Avenue Lidl access.

7.2. West Street would be reconfigured into a two-way access only road, resulting in traffic associated with Lidl, the bus station, leisure centre, through traffic and the delivery/servicing of the local businesses being required to exit West Street via the proposed signalised junction with Western Avenue rather than exiting from the existing southern Western Avenue/West Street junction.

7.3. The traffic associated with users of West Street Car Park, the Leisure Centre and Chantry Street would be required to exit West Street via the proposed signalised junction and so would no longer travel past the entrance into Portland Grove and the southbound arm of West Street that leads to the bus station.

7.4. The footways on West Street will be slightly reduced between 21 and 80 cm, as required to accommodate two-way movement, but as discussed in paragraph 6.4 above this still provides sufficient footway width in those locations for all users. The proposed carriageway width of 6.4m would accommodate all delivery and servicing movements so that the body of the vehicles would not need to overrun the footways. The narrowed pavements would not be an issue from an operational or road safety perspective, as per paragraph 5.3 in the evidence of Ross Rawlings (Road Safety), as the shared footway/cycleway would comply with HCC TG10.

7.5. The traffic calming pavement build out on West Street would also be removed as part of the proposals to allow for the 6.4m two-way carriageway. This would not be an issue from an operational perspective as the shared footway/cycleway would comply with HCC TG10 and the speed limit reduction, set out in paragraph 7.6 below, would continue the low-speed environment that the traffic calming pavement build out currently contributes to.

7.6. In addition, following consultation with the residents of West Street, the speed limit would be reduced to 20mph from 30 mph in order to make improvements to the area from a placemaking perspective by creating a more attractive environment that encourages walking and cycling (see paragraph 5.13 of the evidence of Fay Smiles (Planning). Western Avenue would also be reduced to a 30mph speed limit from 40mph for the same reasons.

7.7. The proposed highway arrangements would allow for a continuous cycleway between Town Mills Park and the proposed signalised junction between Western Avenue and West Street. The junction between Waterloo Court and Western Avenue would have a cyclist priority crossing. Cyclists and pedestrians would be able to safely cross West Street on both sides of the river Anton either using the toucan crossing on the western side or the uncontrolled refuge island crossing on the eastern side.

7.8. These proposals would result in the following traffic and highways benefits:

7.8.1. Continuous active travel facilities along Western Avenue that are segregated from vehicular traffic.

7.8.2. Create a safe and attractive environment that encourages walking and cycling, which reduces reliance on car travel through designated footways and cycleways, upgraded crossings.

7.8.3. Contributes to the Northern Test Valley LCWIP (CD/5.2.07) which identifies future primary walking and cycling routes within the local area.

7.8.4. Improved active travel connections between Andover train station and the town centre.

7.8.5. The reduction in speed limit from 30mph to 20mph on West Street and 40mph to 30mph on Western Avenue would provide road safety benefits as per (CD/11.02) (Ross Rawlings Proof of Evidence – Road Safety) and in my opinion, would also create a more attractive environment for pedestrians and cyclists.

7.9. These proposals would result in the following traffic and highways alterations which, although altering the current highway, would not cause material disbenefit to users:

7.9.1. A reduction in pavement widths on West Street which would not materially impact capacity or safety for users. This equates to a change in front of the Leisure Centre from 3.8m to 3.0m, a change in front of Chantry Lodge from 3.99m to 3.78m and the removal of the traffic calming pavement build out between West Street Car Park and the leisure centre. Both changes are compliant with standards and agreed with the highway authority and in my view would have a neutral impact.

7.9.2. The increase and change in traffic patterns on sections of West Street between the junction with Western Avenue and West Street Car Park, resulting from a change in highway arrangements to two-way traffic. This results in an increase from 180 one-way flows to 592 two-way flows in the PM peak, which is the busiest period (AM Peak one-way flows 121, two-way flows 312). In my opinion, although the change in flow is a material increase on the current one-way operation, the parameters of the new layout have been designed appropriately to accommodate this level of increase to support two-way traffic. The amended road and junction layout mitigates the change in flow pattern and only results in a minor increase in delays and queueing, with all queues clearing within one cycle of the junction operation. Therefore, this would not be significant and overall, I consider the Development would have only a minor impact on the operation of the highway at this location.

7.9.3. The increase and change in traffic patterns on sections of West Street between the junction with West Street Car Park and Chantry Street resulting from a change in highway arrangements to two-way traffic. In the PM peak, which is the busiest period, this results in an increase from 183 one-way flows to 428 two-way flows (AM Peak one-way flows 111, two-way flows 237). Although the change in flow is a material increase on the current one-way operation, for the same reasons detailed in paragraph 7.9.2, this is considered to have a minor impact on the operation of the highway at this location.

7.9.4. The increase and change in traffic patterns on sections of West Street between the junction with Chantry Lodge and the bus station. This results in an increase from 248 to 287 two-way trips in the PM peak, which is the busiest period (AM Peak one-way flows 131, two-way flows 151). The Development would remove the through traffic along this section of West Street, which can be generated throughout the day/night, and therefore this increase in traffic in practice would mostly be limited to times when Lidl and the bus station are operating (as West Street will largely be used to access these sites). In my opinion, this section of West Street is low trafficked for a road of this character and will remain low trafficked as a result of the Development, therefore the Development is not considered to have a significant impact on the operation of West Street. This was presented as part of the Transport Assessment (CD/5.1.06) and agreed with the highway authority. I consider this minor increase in traffic flow to have an overall neutral impact on the operation of this section of West Street which is the section of West Street that the residents of Chantry Lodge and Portland Grove are located adjacent to.

7.9.5. A minor increased network delays on Western Avenue due to the reduction in carriageway width to a two lane carriageway and the proposed junction arrangements at West Street and Waterloo Court. Traffic modelling has shown that this will not materially impact on journey times and those passing through the new junction will clear within a single cycle. All modelling has been agreed with the highway authority. The network delays that are as a result of the Development would have a minor impact on the journey times of vehicles on the local network.

7.10. Although there are some alterations to the highway associated with the proposals, these would not have a significant impact on traffic and highways. The reduced pavement widths will continue to comply with HCC TG10 for shared footway/cycleways and so would continue to be safe for all users and therefore we consider this to be a neutral impact of the Development. Where there is increased traffic on West Street, a controlled signalised crossing at the Western Avenue/West junction and an additional uncontrolled refuge island crossing between the proposed signalised junction and West Street Car Park are proposed to allow for pedestrians and cyclists to safely cross the carriageway.

7.11. Although both the West Street/Western Avenue and Western Avenue/Waterloo Court junctions would experience a minor increase in delay, both junctions would still operate with significant levels of spare capacity and therefore users of the junction will clear in every cycle. This remains the same in the Andover theatre sensitivity test. Therefore, the Development would have a minor impact on the operation of these junctions.

7.12. Overall, the highway network would not be significantly impacted by the stopping up of Western Avenue, with the proposals providing improved cycling and pedestrian connectivity and a more attractive public realm within Andover Town Centre. This position was supported by Hampshire County Council as Highway Authority who raised no objection to the scheme in terms of safety or capacity and through the formal planning process recommended the scheme be approved.

8. COMMENTS ON OBJECTIONS TO THE PROPOSED SUO

8.1. I understand that thirty-five [35] objections have been made to the SUO Application, and these will be considered by an Inspector as part of the Inquiry. I also understand that the Council has responded to the common themes in those objections and a copy of the Council's response can be found at CD/7.01. I understand that the Council has received Statements of Case from objectors in advance of the inquiry, which either rely upon the existing objection or develop it with further representations.

8.2. I have however considered these objections and the Statements of Case and provide the following comments:

Congestion

8.3. Objectors raised concerns that reducing the capacity of Western Avenue and making West Street two-way would cause congestion, especially as the government require Test Valley Borough Council to build 15,000 extra homes in the Borough over the next plan period.

8.4. As part of the Draft Local Plan 2042 (Revised Regulation 18 (2025) Consultation), for the plan period 2025-2042 (17-year period) a total of 15,878 homes (934 per year) is being planned for across the Borough. The Transport Assessment (CD/5.1.06) included a future year assessment for the year 2040.

8.5. The baseline data, collected in 2024 and 2025, was increased using a 2040 Do Minimum growth factor informed by the North Hampshire Transport Model (NHTM19). As per paragraph 9.2.4 in the Transport Assessment, the 2040 Do Minimum factor includes the Andover Masterplan land use changes (regardless of certainty) and 'near certain' or 'more than likely' developments/highway schemes in the remainder of Test Valley and Basingstoke and Deane. Appendix 3 of this proof of evidence (Table 5-1 and Appendix C in the Andover Masterplan Traffic Modelling and Concept Design Report produced by Atkins in June 2022) provides a summary of the future developments included in the growth factor. In total, the traffic growth factor accounts for an increase in 11,633 dwellings and 5,616 jobs across Andover, the remainder of Test Valley and Basingstoke and Deane.

8.6. This results in a 17.2% growth being applied to the survey data to represent a 2040 future year scenario. This has been considered a robust factor to represent the growth in traffic in the local area as this factor was covering the period of 2021 to 2040 (19 year growth), however within the Transport Assessment (CD/5.1.06) the 19 year growth factor was used for 2024/2025 to 2040 for consistency purposes which was agreed with the highway authority, which in principle would suggest growth beyond 2040

8.7. In addition to this, a blanket 17.2% growth factor was applied to the whole scheme even though West Street is unlikely to experience a significant increase in traffic flow between now and 2040 as a minimal number of vehicle trips would use this as a through route given it is now predominantly a cul-de-sac.

8.8. In Chapter 9 of the Transport Assessment (CD/5.1.06) a summary of the previous modelling undertaken as part of the Andover Masterplan concept work is provided which uses a VISSIM microsimulation model. The VISSIM model showed that the Masterplan, which this Development is a part of, would not have a significant impact on highway capacity, journey times or traffic congestion in Andover town centre in 2040. The introduction of the signals at the Western Avenue/West Street junction would introduce localised queueing and minor delays in the peak hours, including an increase in bus journey times for routes serving the south and east of Andover.

8.9. However, as per Chapter 11 of the Transport Assessment (CD/5.1.06), the local modelling outputs, which use a 2040 future year with the Development Proposals implemented, show that the proposed junction arrangements would have significant levels of spare capacity in the future and therefore would not cause congestion issues despite a minor increase in queuing and delays.

8.10. The local junction modelling results show that during an average weekday AM peak hour (08:15-09:15) in 2040, the Practical Reserve Capacity (PRC) of the proposed signalised West Street/Western Avenue junction is 52.7%, during an average weekday PM Peak (16:30-17:30) the PRC of the junction is 19.5% and during a Saturday peak hour (11:00-12:00) the PRC is 43.5%. It is widely accepted that when a signalised junction has a PRC of below 10%, significant queuing and delays would occur however even in the worst-case scenario, which is the PM peak hour, there would still be significant levels of spare capacity.

8.11. The level of spare capacity presented in the model outputs would be sufficient to accommodate a potential increase in traffic resulting from the additional 15,878 dwellings that are proposed as part of the 'Draft Local Plan 2042 (Revised Regulation 18 (2025) Consultation) in comparison to the increase in dwellings included in the NHTM19 or an extension in forecast year.

8.12. It is understood that under the existing layout, residents of Portland Grove experience difficulty exiting onto West Street when driving. In 2040, it is estimated that there would be 62 northbound movements on West Street past Portland Grove in the AM peak and 155 in the PM peak, this is a reduction of 70 conflicting movements in the AM peak and 93 in the PM peak, therefore improving the ease in which residents can enter and exit Portland Grove.

8.13. The objectors' comments regarding the potential for congestion as a result of the Development have been acknowledged however, as a result of the results of the VISSIM model undertaken for the entire Andover Masterplan and the spare capacity presented in the future year junction modelling undertaken for this Development, I am of the opinion that the Development would only cause minor increases in delay that have no significant impact on the operation of the local network.

Highway Impact of the Proposed Theatre

8.14. Objectors raised concerns that the new theatre that the Council is delivering would bring extra traffic into the town.

8.15. In Section 11.4 of the Transport Assessment (CD/5.1.06) submitted in support of the planning application for the Development, a sensitivity assessment was undertaken for the new theatre where the trips generated from the theatre have been treated as 'new' trips on the network. The sensitivity assessment involved the local junction modelling of the Western Avenue/West Street and Waterloo Court/Western Avenue junctions using the 2040 future year flows (increased from the baseline survey data as per CO13) for a weekday PM peak hour (17:00 – 18:00) and Saturday peak hour (11:00-12:00). A weekday AM peak hour assessment was not undertaken as there would be no trip generation from the theatre at this time.

8.16. The LinSig model used for the Western Avenue/West Street model showed that the impact of the theatre during the PM peak hour the junction would have a PRC of 21.0% and 40.5% during the Saturday peak hour. This shows that even when the theatre is considered that this junction would continue to have spare capacity. As per CO13, a PRC of below 10% would indicate that a junction is reaching capacity, however this junction is significantly above that threshold in both assessed peak hours.

8.17. A PICADY model was produced for the Western Avenue/Waterloo Court junction which included a sensitivity assessment for the proposed theatre. The Waterloo Court arm is expected to have a ratio of flow to capacity ("RFC") of 0.65 in the weekday PM peak and 0.70 during the Saturday peak, while the Western Avenue arm is expected to have an RFC of 0.14 during the weekday PM peak and 0.22 during the Saturday peak. An RFC of 0.85 and above is when a junction meets its 'theoretical capacity' and starts to experience longer delays and queueing, the results show that this junction also has spare capacity following the Development Proposals.

8.18. The objectors' concerns regarding the operation of the proposed network layout potentially being impacted by the theatre development are acknowledged however, as a result of the spare capacity presented within the local junction modelling, I am of the opinion that the theatre will cause a minor increase in delays that will have no significant impact on the local network's operation.

Two-way Traffic Increasing Potential for Accidents

8.19. Objectors raised concerns that two-way traffic on West Street would mean that it is more difficult to cross and increase the potential for accidents.

8.20. In addition to the evidence provided in paragraph 5.4 and 5.5 of Ross Rawlings' proof of evidence (Road Safety), further context of the traffic flow is provided here.

8.21. The traffic flow along West Street between the junction with Western Avenue and West Street Car Park is where the traffic flow impact would be highest. In the AM peak, this section is estimated to increase from 121 flows to 312 two-way flows in 2040 as a result of the Development, this is equivalent to an increase of two flows per minute. In the PM peak the

increase would be from 180 flows to 592 two-way flows, this is equivalent to an increase of seven flows per minute. At this location an uncontrolled crossing with a refuge island and a signalised crossing would be provided as part of the Development Proposals.

8.22. At the signalised crossing, pedestrians and cyclists can safely wait for the pedestrian signal to cross, without concern for the level of traffic on the carriageway. The location and design of this crossing was subject to a detailed feasibility assessment prepared by HCC Engineering Services; this was Appendix C of the Transport Scoping Note and is provided in Appendix 4. This feasibility assessment carried out an option appraisal from an active travel perspective and from a junction capacity perspective with the optimum option being taken forward into the design of the Development, as agreed with the highway authority.

8.23. At the refuge island crossing pedestrians and cyclists would only be required to cross one lane of traffic at a time. Under the existing arrangements, pedestrians and cyclists would be required to cross a lane of traffic with 180 flows in the PM peak hour, under the proposals the eastbound lane would have 251 flows in the PM peak and the westbound lane would have 341 flows. This is an equivalent to an increase of one flow per minute in the eastbound and three flows per minute in the westbound direction. This, combined with the natural breaks in traffic caused by the signalised junction, means that the Development would not have a significant impact on the safety or the delay of pedestrians crossing West Street.

8.24. As a result of the two-way system, flows from West Street Car Park and from Chantry Street would no longer pass Portland Grove as the vehicle would be required to travel westbound along West Street. Under the existing road layout, it is estimated that 131 vehicles would travel southbound past Portland Grove in 2040 in the AM peak, under the Development there would be 151 two-way flows. In the PM peak there would be 248 vehicles travelling southbound under the existing layout and 287 two-way flows under the proposed layout. The Development would cause a minor difference in traffic flow here.

8.25. Further information on the traffic flows for highway network within the site boundary are provided in Figures 10.5 to 10.8 in the Transport Assessment (CD/5.1.06).

8.26. The objectors' concerns regarding two-way traffic increasing the potential for accidents are acknowledged however I am of the opinion that the proposed highway layout has been designed in accordance with the standards to meet operational requirements for a two way operation, which is further quantified in the evidence provided in paragraphs 5.4 and 5.5 Ross Rawlings Proof of Evidence (Road Safety).

Accessing/Exiting Chantry Lodge

8.27. Objectors raised concerns that accessing and exiting the car park in Chantry Lodge would be more difficult with two-way traffic in West Street and the requirement to cross the southbound traffic to travel north.

8.28. As part of the Development, the junction is being re-designed to accommodate two-way traffic but the 'give way' arrangement will be carried forward to the new design, this is shown in CD/5.1.15 (Drawing CJ009625-HEH-HGN-4001255B-DR-CH-1021). Whilst users of Chantry Street would be required to give way to vehicles from both the left and right, this is typical of many 'give way' junctions.

8.29. Figures 10.7 and 10.8 of the Transport Assessment (CD/5.1.06) show the traffic volumes in the AM and PM peak hours in 2040 with the stopping up and Development in place. This shows that in the AM peak there are 153 two-way through flows on West Street passing the junction with Chantry Street and 293 flows in the PM peak. This is the equivalent to three flows a minute in the AM peak and five flows a minute in the PM peak, this is not a large enough traffic flow to significantly delay the vehicles exiting Chantry Street onto West Street. This position forms part of the development proposals that was presented to the highway authority within the Transport Assessment who raised no safety or capacity concerns about the operation of the Chantry Street/West Street junction being altered to accommodate two-way flow on West Street and

considered that any minor increase in delay was not material and therefore did not request localised modelling for this junction.

8.30. A signalised junction is proposed where West Street would meet Western Avenue to facilitate the safe movement of all traffic heading north towards Folly roundabout. The proposals for the junction are described in paragraphs 5.2.12 to 5.2.14 in the Transport Assessment (CD/5.1.06). The model produced for the proposed junction showed that West Street would have an average delay of 34 seconds per Passenger Car Unit (PCU) in the PM peak hour in 2040. In the AM peak hour vehicles on West Street would have a delay of 33 seconds and 28 seconds on a Saturday peak hour. The platooning effect from the signalised junction will also provide gaps where traffic exiting Chantry Street would have the opportunity to join West Street.

8.31. The objectors' comments concerning accessing and exiting Chantry Lodge via the West Street/Chantry Street and West Street/Western Avenue junctions have been acknowledged however the proposed highway layout would not have a significant impact on delay at these junctions, as agreed with the highway authority.

Private Bus Drop Off Location

8.32. Objectors raised concerns that the drop off point for private buses transporting school children to swimming lessons cannot be relied upon as it will be used by buses.

8.33. As the proposed location (shown in Appendix 1) is a bus stop, rather than a bus stand, buses will not be permitted to park in this location once passengers have disembarked. On the occasion where the school bus arrives when another bus is already at the stop, the bus would temporarily stop in the left lane of the carriageway until the bus stop becomes available. As the carriageway is two lanes, traffic behind the school bus would be able to overtake the bus in the right lane or wait briefly for the bus to move into the bus stop.

8.34. In addition, a bus lane is being introduced as part of the scheme in between Folly roundabout and the park. As such, in the event that a bus is already in the bus stop, the school bus can temporarily wait in the bus lane without causing congestion.

8.35. The objectors concerns regarding the private bus drop off location have been considered; however I am of the opinion that the proposed drop off location can be managed and would not impact through traffic movement along the southbound carriageway of Western Avenue and is therefore a neutral impact.

Emergency Vehicle Access

8.36. Objectors raised concerns that the proposed changes to West Street will make access and parking for emergency services more difficult and dangerous.

8.37. I agree with the council's response to CO26 that was included within CD/7.01 (Response to Common Objections 23 February 2026). The emergency vehicle swept path analysis is included in CD 5.1.24. It is concluded that there would be more than sufficient space for such vehicles to access and manoeuvre within the new road space.

Loss of Taxi Rank

8.38. Objectors raised concerns that the Development will mean the loss of the taxi rank on West Street.

8.39. I agree with the council's response to CO27 that was included within CD/7.01 (Response to Common Objections 23 February 2026). It is my opinion that the proposed taxi bays, that form part of the theatre development, would be sufficient to account for the loss of the taxi bay on West Street.

Loss of Parking

8.40. Objectors raised concerns that the scheme would result in a net loss of car parking. There would be no loss of official parking as part of the Development, I consider that the objectors

must be referring to the on-street loading bay on West Street which is not designated public parking provision but I understand it is currently used as illegal parking from time to time.

8.41. I agree with the council's response to CO28 and CO29 that was included within (CD/7.01) (Response to Common Objections 23 February 2026). It is concluded that the on-street loading bay proposed along Chantry Street, following consultation with Chantry Lodge, would sufficiently replace the loading bay lost on West Street and that there would be no loss in parking.

Relocation of Taxi Rank

8.42. Objectors raised concerns that the relocation of the taxi rank to the other side of Chantry Centre would make it difficult for people with disabilities or other vulnerable users to access the bus station.

8.43. I agree with the council's response to CO32 that was included within (CD/7.01) (Response to Common Objections 23 February 2026). The proposals would allow easy and safe access from the taxi rank to the level access ramp in the Chantry Centre that connects to the bus station. This will result in an alternative access through the Chantry Centre using a publicly accessible corridor which has a short, ramped section which is an existing facility used by the public to access the car park and the existing taxi bays on Waterloo Court.

Statement of Case from Objectors

8.44. I have reviewed the Statements of Case received by objectors on 29th May 2026.

8.45. I believe that no new points have been raised in relation to Transport, that have not already been addressed and rebutted as part of this evidence.

9. CONCLUSIONS AND SUMMARY

9.1. This document has been prepared on behalf of Test Valley Borough Council to support a Section 247 Stopping Up Order to remove the southbound carriageway of the Western Avenue gyratory and the associated changes to the highway network. The purpose of this scheme is to form part of the regeneration of Andover town centre.

9.2. The Development involves the creation of a riverside park by opening up the River Anton and associated landscaping, play areas and a pavilion. The park would have a shared footway cycleway on the western side of the river and a two-way cycleway on the eastern side of the river.

9.3. As a result of the proposals to remove the Western Avenue southbound carriageway, the northbound carriageway would be reconfigured to a single two-way carriageway. A new all movements toucan crossing is proposed at the Western Avenue/West Street junction, and a cycle priority crossing is proposed at the Western Avenue/Waterloo Court junction. This would create an uninterrupted cycle route between Town Mills pocket park and the proposed signalised junction at West Street/Western Avenue.

9.4. The removal of the southbound carriageway would also result in West Street becoming a two-way road access only road with no vehicle through movements. Access to Lidl would be from West Street rather than the existing arrangement from Western Avenue.

9.5. A Transport Assessment was undertaken to support the planning permission. The Transport Assessment concluded that:

9.5.1. The proposals benefit the local area from an active travel perspective as the proposals create a safe and attractive environment which reduce conflicts for pedestrians and cyclists with vehicular traffic and enhances NCN Route 246 as well as contributing to Northern Test Valley LCWIP.

9.5.2. The junction modelling undertaken show that in 2040 the proposed junctions would continue to work within capacity, including in a sensitivity scenario that included the proposed theatre.

9.5.3. The proposed shared footway/cycleway widths would comply with HCC TG10 (Appendix 2).

9.6. It should also be noted that:

9.6.1. A reduction in pavement widths on West Street would not materially impact capacity or safety for users. The changes are compliant with standards and agreed with the highway authority and therefore have a neutral impact.

9.6.2. There would be a minor increase in traffic on sections of West Street resulting from a change in highway arrangements to two-way traffic however overall that would not be significant to the operation of the local highway network. This was agreed by the highway authority. I therefore consider this to be a minor impact of the Development.

9.6.3. There would be a minor increase in network delays on Western Avenue due to the reduction in carriageway width and proposed junction arrangements at West Street and Waterloo Court. Junction queues would clear within a single cycle therefore the Development would have a minor impact that would not be significant to the operation of the local highway network, as agreed with the highway authority.

9.7. The impacts of the scheme would not be significant, and I consider that from a highways perspective, the Development provides significant active travel improvements which outweigh any impact on the local highway network.

9.8. A total of 35 objections and 10 statements of case from objectors have been reviewed. From a transport perspective, the objections included concerns around congestion, the increase in traffic reducing safety on West Street, access to Chantry Lodge becoming more difficult, the availability of a school children drop off point, difficulty of emergency vehicle access and the loss of the taxi bays on West Street.

10. STATEMENT OF TRUTH

10.1. I confirm that insofar as the facts stated in this Statement are within my own knowledge I have made clear which they are and I believe them to be true, and that the opinions I have expressed represent my true and complete professional opinion.

10.2. I confirm that my statement includes all facts which I regard as being relevant to the opinions which I have expressed and that attention has been drawn to any matter which would affect the validity of those opinions.

Signed:  ……..

Name: Phil Brady

Date: 9 June 2026

Appendices

1. School Bus Drop Off Location Figure
2. Hampshire County Council Technical Guidance Note 10 (See below)
3. Table 5-1 and Appendix C of Andover Masterplan Traffic Modelling
4. Western Avenue/West Street Junction Feasibility Assessment