NATTRAN/SE/S247/6126 **TVBC/RR/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

ROAD SAFETY AUDIT

ROSS RAWLINGS, MCIHT, MSoRSA

PRINCIPAL ROAD SAFETY ENGINEER

HAMPSHIRE ENGINEERING SERVICES

TABLE OF CONTENTS

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 Ross Rawlings, and I am the Principal Road Safety Engineer at Hampshire County Council ("HCC") working within the Hampshire Engineering Services ("HES") with responsibility for carrying out Road Safety Audits ("RSA") as a Team Leader, carrying out Safety Assessments and providing general advice on the safety aspects of scheme design.

2.2. I have been the Principal Road Safety Engineer since 01 November 2008 and in that time, I have built up 17 years' experience in the field of RSA, and I comply with the RSA Team Leader competency requirements set out in the National Highways GG119 Road Safety Audit document. I have carried out over 1800 RSAs as Team Leader at various stages on a variety of highway schemes across Hampshire and over 200 RSAs for consultants and other Local Authorities in neighboring counties. The variety of RSAs undertaken include new highway links and junctions, traffic management schemes, junction improvements, and pedestrian and cycle infrastructure schemes.

2.3. Prior to this I worked as a Senior Road Safety Engineer at HCC, managing casualty reduction programmes which consisted of collision data analysis and investigations, and the designing and implementation of a large number of Accident Investigation and Prevention schemes. I have also worked as a Traffic Engineer specialising in Traffic Management and as a Highway Maintenance Technician. I have lived and worked in Hampshire all my life so have built up a very good knowledge of this county.

2.4. I hold a HNC in Civil Engineering and I am a member of the Chartered Institution of Highways & Transportation and a member of the Society of Road Safety Auditors. I completed the Highway Agency Road Safety Audit training course and was awarded an Approved Certificate of Competency in 2014.

2.5. I have been involved with the Development since 30 April 2024.

Declaration

2.6. The evidence which I have prepared and provided in this proof of evidence is true and has been prepared and given in accordance with the guidance of my professional institution. I confirm that the opinions expressed are my true and professional opinions.

Scope of Evidence

2.7. This Proof of Evidence should be read in conjunction with the Statement of Case dated 29 May 2026 (Core Document [CD/9.01] and the proofs of evidence of Phil Brady (Transport) [CD/11.01], David Jowsey (Highways) [CD/11.04], Tim Rose (Air quality and Noise) [CD/11.03] and Fay Smiles (Planning) [CD/11.05].

2.8. 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 ("Inquiry") beginning on 30 June 2026.

2.9. In my evidence I use the term:-

2.9.1. "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, Andover to enable the Development to be carried out;

2.9.2. "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.

2.10. For a detailed summary of the Development and an explanation of the purpose of the SUO Application, including a description of the Site and current highways proposed to be stopped up pursuant to the SUO Application, please refer to the proofs of evidence of Phil Brady (Transport) and Fay Smiles (Planning). Matters relating to traffic are addressed in the Transport evidence and are not repeated here, save insofar as they have road safety implications.

2.11. The purpose of this brief is to provide evidence on the Road Safety Audits carried out in respect of the Development with specific regard to the proposed SUO Application. In particular my evidence:

2.11.1. discusses the scope and conclusions of the Feasibility, Stage 1 and Stage 2 Road Safety Audits (the "Audits") carried out for the Development, in particular the conclusions of the Audits in relation to the area of highway to be stopped up;

2.11.2. discusses any impacts that stopping up the highway will have on road safety; and

2.11.3. refers to and provides comments on the objections to the proposed SUO Application in respect of road safety.

2.12. In writing this evidence, I confirm I have seen the modified SUO Plan [CD/1.04] which proposes to remove West Street from the area to be stopped up under the SUO Application, and that this has not changed the evidence or my conclusions based on any of the previous assessments I have carried out for the Development.

3. FEASIBILITY, STAGE 1 AND STAGE 2 ROAD SAFETY AUDITS

3.1. The Design Manual for Roads and Bridges general requirement document GG119 ("GG119") [Appendix 1] sets out the requirements and processes for carrying out an RSA on the motorway and trunk road network. Although these same requirements are not mandatory on local roads, including Western Avenue, West Street, Chantry Street and Waterloo Court, this process has been accepted nationally as best practice and is used by local authorities to demonstrate that they fulfil part of their statutory duty for road safety under the Road Traffic Act 1988. The Road Traffic Act 1988 places a duty on local highway authorities to take appropriate measures to reduce the possibilities of collisions occurring when changes are made to highway network roads. HCC has developed its own procedure for carrying out an RSA; Technical Guidance Note 18 ("TG18") [Appendix 2], which has been tailored to meet local requirements without compromising the principles of GG119. This is used to assess all highway schemes for which HCC is or is likely to become responsible for as the local highway authority.

3.2. An RSA is not a "pass or fail" evaluation but provides a formal independent assessment of the potential road safety problems associated with a new road or road improvement scheme. It is carried out at various stages during the design process and following construction. The RSA considers the safety of all road users, particularly vulnerable users such as people walking, wheeling[1], and cycling.

3.3. It considers only those matters that have an adverse effect on road safety. It is not a technical check on highway design standards or a check on whether the scheme has been constructed in accordance with the highways scheme design. The objective is to identify where a potential

[1] Wheeling is defined as people moving with wheels at walking pace. This could be using a wheelchair or mobility scooter, travelling with a pushchair or with luggage.

collision may occur on the highway, as a result of the proposed works, and recommend what can be changed to reduce the potential for that collision or to limit its consequences.

Feasibility stage RSA

3.4. A Feasibility stage RSA for the Development was initiated on completion of the feasibility design carried out by the HES Development design team and was completed by the Audit team in June 2024 [CD/5.1.23]. This included a section of cycling infrastructure and a controlled crossing further to the north that went beyond the Development. The information provided for the feasibility design is contained in the Feasibility stage RSA report. The Audit Team was led by Steve Willoughby, and I was the Audit Team Member. My role involved carrying out a desktop study, attending the site on 22 May 2024 and reviewing and counter-signing the Feasibility stage RSA report. This Feasibility stage RSA considered the preferred option for the West Street/Bus station layout and five [5] options for the Western Avenue/West Street junction.

3.5. The Audit team considered the highways safety implications for all road users across the design options and identified four [4] highway safety concerns, two [2] of which related to the scheme beyond the Development so are not considered relevant to this SUO. Of the identified concerns:

3.5.1. The first concerned pedestrians crossing between queuing vehicles on West Street in proximity to the Western Avenue signalised junction. The recommendation not to progress that option was accepted by the Development's design team and the option with a pedestrian refuge island was progressed as the preferred option.

3.5.2. The second identified high vehicle entry speeds into the Waterloo Court side road from Western Avenue and the potential for collisions with cyclists using the priority crossing on Waterloo Court. The Development's design team accepted the Feasibility stage RSA recommendation to tighten up the junction radius to reduce vehicle entry speeds.

3.5.3. As the Development's design team incorporated the safety audit recommendations, the Audit team were satisfied that the procedural requirements for responding to the Feasibility stage RSA, as set out TG18, were met so the scheme progressed to the next design stage with all road safety concerns addressed.

Stage 1 RSA

3.6. A preliminary Stage 1 RSA for the Development was initiated on completion of the preliminary design by HES and was completed by the Audit team in April 2025. The information provided for the preliminary design is contained in the Stage 1 RSA report. I was the Audit Team Leader and Steve Willoughby was the Team Member. I conducted a desktop study, attended and led the site visit on 11 April 2025 and prepared and issued the Stage 1 RSA report [CD/5.1.09]. The Audit team were informed that the proposed works to the north of the Western Avenue subway, that were included in the feasibility design, had been removed. The reduced scheme design was well developed and included more detailed information than would usually be submitted for a Stage 1 RSA. I can confirm that the Audit team considered the highway safety implications for all road users and no road safety issues were identified in the Stage 1 RSA report.

3.7. The preliminary design of the Development identified two [2] Departures from Standard ("DfS") and two [2] Relaxations from Standard ("RfS") which were submitted for consideration by the Audit team as part of the Stage 1 RSA and are summarised below. A DfS must be sought for any design proposal that does not meet the required design standards detailed in HCC's Technical Guidance Notes and must be formally considered and approved by a delegated person, which in this instance is the Highways Chief Engineer. A RfS does not require formal approval, but the development's design team needs use professional judgment to consider whether, and provide justification for why, the design relaxation is appropriate.

3.7.1. The first DfS relates to the visibility beyond the proposed loading bay from the southern side of the uncontrolled pedestrian crossing point on Chantry Street. See drawing CJ009625-HEH-HGN-40012558-DR-CH-1015 [Appendix 3] for visibility

splays. The Audit team were satisfied that the safety of pedestrians crossing at this location would not be adversely impacted with the minimal reduction in required visibility from the crossing point due to pedestrians crossing a single lane of traffic in combination with low vehicle approach speeds and low projected traffic flows. This DfS was subsequently approved by the Highways Chief Engineer in May 2025. DfS list Reference: 207/04-2025 [Appendix 4].

3.7.2. The second DfS relates to the visibility beyond the proposed bus stand on West Street from the southern side of the pedestrian crossing point adjacent to the Chantry Centre. See [Appendix 3] for visibility splays. The Audit team were satisfied that due to the road alignment and proximity of the bus stand the potential blind spot created by a stationary bus would be minimal. The Audit team also considers this area to be a slow speed, low traffic environment and visibility from the crossing point looking left is very good. The Audit team therefore felt that the reduced visibility would not adversely impact road safety as pedestrians will be able to cross safely whilst concentrating looking right. This DfS was subsequently approved by the Highways Chief Engineer in May 2025. HCC DfS list Reference: 208/04-2025 [Appendix 5].

3.7.3. The first RfS relates to the use of a vehicle crossover type access at the Lidl eastern vehicular access rather than a conventional radius kerbed junction. The Audit team agreed with the Development design team that a vehicle crossover would be the preferable junction type for this access as it provides priority for people walking and wheeling over vehicular traffic entering the store car park.

3.7.4. The second RfS relates to Western Avenue northbound merge length from two lanes to one lane after Bridge Street junction. It transpired that there are different design standards relating to the merge length, and the Development design team subsequently discussed this with the Highways Chief Engineer and Audit team, and it was agreed that CD123[2] [Appendix 6] was the most appropriate design standard to use and the that the merge length was compliant with this standard.

Stage 2 RSA

3.8. A detailed Stage 2 RSA for the Development was initiated on completion of the detailed design by HES and was completed by the Audit team in January 2026. The information provided for the detailed design is contained in the Stage 2 RSA report [CD/5.1.10]. I was the RSA Team Leader and Steve Willoughby was Team Member. I conducted a desktop study, attended and led the site visit on 21 November 2025 and prepared and issued the Stage 2 RSA report. I can confirm that the Audit team considered the highways safety implications for all road users and no highway safety issues were identified in the Stage 2 RSA report.

3.9. Information relating to three [3] additional DfS were submitted for consideration by the Audit Team as part of the Stage 2 RSA which are summarised below:

3.9.1. The first relates to the lane width on the southern side of the pedestrian refuge island on West Street. See drawing CJ009625-HEH-HGN-40012558-DR-CH-1020 [Appendix 7] for lane widths. The Audit team were satisfied that the mitigation measures to visually narrow the road width on the approach and through the refuge island with hatched road markings would help deter drivers from attempting to overtake and subsequently squeeze a cyclist. The virtual narrowing has been used successfully as a mitigation measure at other sites around the county. This DfS was subsequently approved by the Highways Chief Engineer in May 2025. HCC DfS list Reference: 219/05-2025 [Appendix 8].

3.9.2. The second relates to the footway crossfall adjacent to the Andover Leisure Centre on West Street. The Audit team were satisfied that the proposed footway crossfalls

[2] Design Manual for Roads and Bridges – CD123 Geometric design of at-grade priority and signal-controlled junctions provides requirements for the geometric design of at-grade priority and signal-controlled junctions

were similar in profile to the existing crossfalls, and there was nothing to suggest users were currently experiencing difficulties walking or wheeling along this section of footway. It was therefore considered that the proposed scheme would not make the existing situation worse for users so any associated risk of pedestrians tripping or falling would remain low. and the same as the existing. This DfS was subsequently approved by the Highways Chief Engineer in August 2025. HCC DfS list Reference: 263/08-2025 [Appendix 9].

3.9.3. The third DfS related to the replacement of kerbing following waterproofing works of both bridges. Although the proposed kerb heights would be replaced as per the existing kerb height, they would be below the required standard. As the waterproofing works are not being progressed as part of the Development the existing kerbing will largely remain and not be replaced so a DfS is no longer required. As a result, the Audit team did not consider or comment on this DfS as part of this Stage 2 RSA.

3.10. As part of the audit scope, the Audit team were asked to consider the highway safety issues raised in the objections received on the SUO Application. I can confirm that these were assessed as part of the detailed Stage 2 RSA and the Audit team were satisfied that none of the safety concerns highlighted by objectors changed the outcome of the detailed Stage 2 RSA report. Responses to the specific highway safety issues raised by objectors are detailed below in section 5 of this evidence.

4. IMPACTS OF THE SUO APPLICATION ON ROAD SAFETY

4.1. The area to be stopped up primarily impacts how road users will access and travel along West Street and how they will interact with other road users on Western Avenue at the West Street and Waterloo Court junctions. The swept path analysis drawings provided for assessment throughout the all the RSA stages demonstrate that the proposed changes to the West Street road geometry will allow the types of vehicles expected to travel along West Street to be able to pass one another without conflict.

4.2. The current one-way system on West Street will be revoked with the introduction of two-way traffic which will subsequently increase traffic flows along West Street. Whilst it is acknowledged that pedestrians crossing the road will have to negotiate a higher level of traffic and assess traffic travelling in both directions, projected volumes are still considered acceptable for the type of pedestrian crossings proposed along West Street. The crossing conditions will benefit from the reduction of the speed limit from 30mph to 20mph. I have carried out site assessments at various times of the day during three site visits at all the crossing point locations and in my view, the subsequent stopping up of Western Avenue will not disadvantage users as they will be able to continue to cross West Street and Chantry Street without difficulty.

4.3. The signalisation of the Western Avenue/West Street junction and subsequent removal of the priority junction on the existing Western Avenue gyratory removes all existing vehicle turning conflicts at this junction. People walking, wheeling and cycling will have their own stage in which to cross West Street which is a significant improvement over the existing uncontrolled pedestrian crossing arrangement where traffic has priority. The Transport Assessment carried out by Stantec [CD/5.1.06] confirms the signalised junction type is acceptable from a traffic capacity perspective.

4.4. The removal of the Western Avenue gyratory requires a new priority junction with a ghost right turn lane at the Waterloo Court junction. The Transport Assessment carried out by Stantec [CD/5.1.06] also confirms this junction type is acceptable from a traffic capacity perspective. Although some queuing for right tuning traffic will occur, the right turn lane should accommodate the projected vehicle queue lengths and the signalised junctions either side should create acceptable gaps in traffic and this along with the reduced 30mph speed limit will help to assist drivers safely make the right turn movements at the junction.

4.5. Both junctions have been designed to current design standards with no identified departures submitted for consideration by the Audit team. The proposed speed limit reduction on Western Avenue from 40mph to 30mph will help to promote a lower speed environment along this section of road which will be a positive from a road safety perspective.

5. COMMENTS ON OBJECTIONS TO THE PROPOSED SUO

5.1. 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].

5.2. The highway safety concerns raised in the SUO objections were considered during the Stage 2 Road Safety and have been grouped and summarised as follows:

The reduced effective pavement width along the frontage of Chantry Lodge on West Street and adjacent to the Andover Leisure Centre and was raised as a concern by objectors 001, 006, 007,008, 015.018, 020, 021, 024, 027, 028a, 028b, 030 and 031.

5.3. The proposed footway widths alongside the frontage of Chantry Lodge range from 3.78m at the midpoint up to 4.72m [Appendix 10 - CAD extract showing proposed and existing footway widths] which are above the minimum 3.0m width required outside community buildings as specified in HCC Technical Guidance Note TG10 [Appendix 11]. Whilst it is acknowledged that the footway width will be marginally reduced, it is above the required design standards for this pedestrian facility and therefore the risk of conflict between users is considered to be low.

5.4. The existing and proposed shared footway width running adjacent to the Andover Leisure Centre varies considerably. The narrowest point is at the eastern extent of the shared footway and is shown to be reducing to a minimum of 3.0m [Appendix 10]. Although the effective width of the footway is being reduced at this point, it is still above the minimum required for a route shared by people walking, wheeling and cycling and therefore this risk of conflict is considered to remain low.

The removal of the one-way system will result in pedestrians having to cross West Street with increased two-way traffic movements was raised as an issue by objectors 004, 008, 010, 011, 018, 019, 022, 023 and 026. Objectors 010 and 029 specifically reference difficulties for mobility impaired pedestrians having to cross two-way traffic.

5.5. There are five [5] uncontrolled pedestrian crossing points located along West Street which will be impacted by the introduction of two-way traffic flow. Each crossing location has been visited at different times of the day by the Audit team and consideration has been given to all users, including mobility and visually impaired pedestrians, at all the RSA stages. The design of the proposed uncontrolled crossings includes dropped kerbs, tactile paving and pedestrian visibility splays consistent with the 20mph speed limit, except for the two approved DfS 207/04-2025 and 208/04-2025 detailed in section 3 of this evidence.

5.6. It is my view that the uncontrolled pedestrian crossings proposed are an appropriate crossing type for the projected speed and volumes of traffic using West Street and Chantry Street and this is confirmed in Table 3 (Page.16) of the CIHT Designing for Walking Guidance[3] [Appendix 12] which includes guidance on appropriate forms of pedestrian crossings.

5.7. Road Safety GB Assessment of Walked Routes to School Guidance 2025 [Appendix 13] states that assessors should use their professional judgement and this has been used by the Audit team to assess the suitability and safety of all the crossings within the Development. It is my view that the Western Avenue traffic signals will dictate the length of platooning traffic for east and southbound flow along West Street and this will create extended multiple gaps which will enable users, including those with mobility impairment, to cross safely between slow moving traffic.

[3] CIHT Designing for Walking 2015 explains how facilities for walking should be designed

Two-way traffic flow along West Street and the removal of the Western Avenue gyratory will result in road users having to make right turns across opposing traffic was raised as an issue by objectors 001, 008, 018, 020, 021, 026, 028a, 028b and 029.

5.8. The West Street car park currently operates as a left in and left out arrangement and the West Street/Chantry Street junction currently operates as a left in and left out arrangement so there are currently no conflicts associated with right turns into or out from these junctions. Projected traffic flow data suggests there will be no right turning movements into the car park or Chantry Street, and this is accepted based on the presumption all visitors to the car park or Chantry Street will turn left in or continue ahead rather than circulating around West Street and then turning right in.

5.9. The West Street/Portland Grove junction currently operates as a right in and right out arrangement due to the one-way system. Projected maximum peak hour traffic flow data suggests there will be two [2] right turn movements into Portland Grove and no right turns out from Portland Grove principally due to users having to exit West Street at the Western Avenue signalised junction.

5.10. The eastern Lidl car park exit currently operates as a right out arrangement due to the current one-way system and the proposed scheme will convert this as the primary vehicular access into the store car park with entry only. The projected peak hour traffic flow data suggests there will be seventy [70] right turn movements into the car park.

5.11. Although it is acknowledged that the stopping up of Western Avenue will introduce right turn movements that are currently not required, the Audit team consider these to be standard junction types for this street environment. It is also expected that the Western Avenue junction signalisation will create extended gaps in eastbound traffic and this along with the reduced 20mph speed limit will assist road users to safely make the right turns on or across West Street. It is my view that the risk of collisions involving turning vehicles at the junctions along West Street will remain low.

5.12. The removal of the Western Avenue gyratory system requires the introduction of a priority junction with a right turn ghost lane on Western Avenue at the Waterloo Court junction. The Transport Assessment carried out by Stantec [CD/5.1.06] confirms this junction type is acceptable from a traffic capacity perspective and although the data indicates potential queuing for right tuning traffic on Western Avenue during the evening peak hour, the right turn lane should accommodate the projected vehicle queue lengths. The signalised junctions on either side should create acceptable gaps in platooning traffic for drivers making right turn movements at the junction. The Audit team are satisfied that the junction type is correct and has been designed to standard with no departures identified by the Development design team so will operate safely from a road user perspective.

Objectors 005, 006, 008, 011, 014, 018, 021, 027, 028a and 028b have raised concerns that that the proposed scheme will result in school children having to walk a longer distance, travel across a wooden bridge and close to a pond whilst crossing through traffic to get to the Leisure Centre.

5.13. The proposed no loading Traffic Regulation Order on West Street, adjacent to the Andover Leisure Centre, will require school transport to utilise the existing bus stop layby on the southbound side of Western Avenue.

5.14. Although the new arrangement will result in school children having to walk a greater distance to the Andover Leisure Centre, the route between the bus layby on the eastern side of Western Avenue and the Leisure Centre is served by a continuous footway, which crosses over the bridge, and is deemed to be suitably wide. There appears to be a misunderstanding by some objectors that the school transport will use the bus layby on the western side of Western Avenue which will require school children to cross Western Avenue which isn't the case. The only vehicular traffic school children will potentially encounter is when they cross the West Street car park access. However, the conventional vehicle crossover arrangement gives priority to pedestrians, so it is expected that drivers will continue to yield and allow pedestrians to safely

cross the access. Therefore, it is considered that no adverse safety impacts will result from the new school transport arrangement.

Objectors 006, 008, 018, 027, 028a and 028b have raised safety concerns with the reduction of Western Avenue from a dual lane to single lane carriageway.

5.15. All, apart from objector 006, made a general comment with unspecific collision or accident types. Objector 006 raised concerns specifically regarding the heightened traffic congestion along Western Avenue increasing the risk of rear end shunt collisions. The Transport Assessment carried out by Stantec [CD/5.1.06] confirms that the lane reduction, signalised junction and priority junction with a right turn ghost lane are all acceptable from a traffic capacity perspective. The proposed changes to the highway layout along Western Avenue have been designed to standard with no departures identified by the Development design team so the Audit team are satisfied that the highway will operate safely from a road user perspective.

5.16. A number of non-specific highway safety issues were raised by objectors 006, 012, 014, 015, 024 and 029 which are summarised below:

5.16.1. Objector 006 is concerned that the West Street geometry and road widths are unsuitable for two-way operation so cannot contribute to highway safety. Swept Path analysis drawings undertaken in accordance with HCC Technical Guidance Note TG2[4] showing an Alexander Dennis 11.8m bus [CD/5.1.16] and an FTA Articulated Vehicle [CD/5.1.16], similar size to a Lidl delivery vehicle, were submitted for the preliminary Stage 1 and detailed Stage 2 RSAs. These are the largest vehicle types expected to travel and pass one another along West Street. The swept path analysis demonstrates opposing vehicles can pass one another without conflict and can negotiate the bend without overrunning the footways. It is expected that professional drivers using West Street will be travelling within the reduced 20mph speed limit and will exercise increased caution when faced with an opposing larger vehicle so no adverse road safety concerns regarding vehicle swept paths have been identified by the Audit team.

5.16.2. Objector 012 is concerned that the SUO risks displacing pedestrian and cycle movements onto the A3057 Western Avenue where traffic speeds and volumes are materially higher and without a clear and continuous alternative route the proposal introduces an increase in road safety risk. The Development replaces the existing shared cycle facility on the eastern side of Western Avenue with a segregated two-way cycle track. A shared pedestrian/cycle route is provided through the Riverside Park and people walking, wheeling and cycling will be able to cross the West Steet junction using a signal-controlled crossing. These users will also have priority over vehicles at the Waterloo Court junction by means of parallel and cycle priority crossings which are a significant improvement over the uncontrolled pedestrian crossings currently in place. The existing shared footways on West Street will be retained along with a new shared footway provision on Chantry Street which will improve and maintain the east/west cycle route.

5.16.3. Objector 024 is concerned that introducing two-way flow along West Street severely decreases highway safety for cycling and the retention of the one-way system and cycle lane is the bare minimum required for safety. The existing advisory cycle lane on West Street adjacent to Chantry Lodge will be removed so cyclists will have to mix with traffic along the section between Chantry Street and the bus station. LTN1/20[5] Figure 4.1 (Page.33) [Appendix 14] implies that a cycle lane is not deemed essential for cyclists to safely interact with traffic for the projected traffic flows on this section of West Street. The Audit team are satisfied that the vast

[4] Technical Guidance Note TG2 - Alignment Design details requirements for the local Highway network (both existing and proposed), in relation to alignment design, geometry and layout of different types of junctions.

[5] Department for Transport Local Transport Note LTN1/20 Cycle Infrastructure Design contains guidance and tools for cycle infrastructure design

majority of people cycling along this section of West Street will be able to safely mix with traffic so will not be adversely impacted by the removal of the short length of advisory cycle lane due to the combination of low vehicle speeds and traffic flows along West Street.

5.16.4. Objectors 014, 015 and 029 raise general non-specific highway safety concerns that the scheme will increase the potential for accidents or collisions. As there are no specific references to the collision types or the road users involved, it is difficult to respond but the Audit team are satisfied that the proposed highway changes will not adversely impact users from road safety perspective.

6. COMMENTS ON STATEMENT OF CASE RECIEVED FROM OBJECTORS

6.1. I can confirm I have reviewed the Statements of Case received from the objectors that were received by 29th May 2026:

6.1.1. It is noted that there are additional points raised by Adrian Truss concerning Road Safety matters in relation to vehicle swept paths on West Street and reduced footway widths outside Chantry Lodge and my response is that these points have been responded to in sections 5.3 and 5.16.1 of this evidence.

6.1.2. It is noted that there are additional points raised by Ann Truss concerning Road Safety matters in relation to reducing footway widths outside Chantry Lodge, changing West Street from one-way to two-way traffic in increasing traffic levels making it more hazardous for pedestrians to cross the road and introducing right turn vehicular movements out from the West Street car park and my response is that these points have been responded to in sections 5.3, 5.5 to 5.7 and 5.8 to 5.12 of this evidence.

6.1.3. It is noted that there are additional points raised by Angela Morris concerning road safety matters in relation to the increase of traffic levels on West street detrimentally impacting pedestrians crossing the road and for drivers turning right into Portland Drive and the Lidl store car park and my response is that these points have been responded to in sections 5.5 to 5.7 and 5.8 to 5.12 of this evidence.

6.1.4. It is noted that there are additional points raised by Micheal De Kock concerning Road Safety matters in relation to changing West Street from one-way to two-way traffic will increase the risk to elderly people crossing the road and my response is that this point has been responded to in section 5.5 to 5.7 of this evidence.

6.1.5. It is noted that there are additional points raised by Barbara-Ann Turner concerning Road Safety matters in relation to changing West Street from one-way to two-way traffic will increase traffic levels compromising pedestrian safety when crossing the road and walking on reduced footway widths road and my response is that these points have been responded to in sections 5.3, 5.4 and 5.5 to 5.7 of this evidence.

6.1.6. It is noted that there are additional points raised by Patricia Andrews concerning road safety matters in relation to concerns crossing the road with increased traffic levels and walking on a narrower footway and my response is that these points have been responded to in sections 5.3, 5.4 and 5.5 to 5.7 of this evidence.

6.1.7. It is noted that there are additional points raised by Judith Entwisle concerning road safety matters in relation to pedestrians having to cross two-way traffic on West Street and this point has been responded to in section 5.5 to 5.7 of this evidence. The second road safety point raises concerns about vehicles parking on the footway outside of Andover Leisure Centre which will restrict the footway width for some users including wheelchairs, mobility scooters and pushchairs and my response is that there is currently a ‘No Loading’ Traffic Regulation Order along this section of West Street which will be retained and which prohibits vehicles from parking on the

footway. Enforcement of the prohibition should deter drivers from illegally parking on the footway.

7. CONCLUSIONS AND SUMMARY

7.1. The development has been designed in accordance with HCC Technical Guidance documents alongside a comprehensive Transport Assessment. The scheme design has progressed through feasibility, preliminary and detailed design stages, which have all been subjected to the RSA process in accordance with HCC TG18 Road Safety Audit. All of the RSA recommendations have been incorporated into the scheme design at an early stage. The Audit team have also considered all of the SUO objections during the detailed Stage 2 RSA.

7.2. Whilst it is acknowledged that the footway widths adjacent to the Andover Leisure Centre and Chantry Lodge will be reduced, the width will still be above the minimum required for a shared cycle and pedestrian facility and is deemed suitable for the proposed usage.

7.3. Although there is a perception by some objectors that crossing West Street will become more difficult for pedestrians, and less safe as a result, the Audit team consider the uncontrolled crossing types on West Street will be acceptable for the projected vehicle flows and speeds. This type of crossing is often used in roads with similar traffic conditions within Hampshire and the reduced 20mph speed limit will help to maintain a low-speed environment. The projected traffic flow data confirms that although traffic levels will increase along West Street, as a result of the Western Avenue stopping up, the traffic flows are still considered to be low. The Audit team are also satisfied that the signalisation of the Western Avenue junction will create extended gaps in slow moving traffic which will enable pedestrians to continue to cross West Street safely.

7.4. The introduction of two-way traffic along West Street and the removal of the Western Avenue gyratory will require an increase in right turning traffic movements, however, the Audit team consider all of the existing and proposed junctions to be standard junction types comparable to many others on similar roads within Hampshire. It is expected that the signalised junctions will create extended gaps in traffic and this along with the reduced speed limits on Western Avenue and West Street will assist road users to safely make the right turn manoeuvres at all the junctions.

7.5. Changes to the school transport arrangement for drop offs and collections from the Andover Leisure centre will result in school children having to walk a longer distance, however, the new route will be served by a continuous footway with minimal interaction with vehicular traffic at the West Street car park access and the Audit team feel the risk of conflict between users at this location will continue to be low.

7.6. It has been demonstrated by swept path analysis that the changes in road geometry along West Street will enable safe passage of the larger types of opposing vehicles expected to use this road. The Audit team also consider the projected vehicle flow, and low vehicle speeds will be acceptable for cyclists mixing with traffic along the section of West Steet between Chantry Street and the Chantry Centre where the short section of existing cycle lane will be removed.

7.7. The Development will provide a segregated two-way cycle track on Western Avenue, a shared route through Riverside Park and a shared facility in Chantry Street whilst maintaining the east/west cycle route. Pedestrians and cyclists will have priority when crossing West Street at the Western Avenue signalised junction and across Waterloo Court by means of controlled and priority crossings which are a significant improvement over the existing uncontrolled crossing provision. The proposed speed limit reductions on Western Avenue and West Street will help to promote a lower speed environment along these roads which will also serve as a positive from a road safety perspective.

7.8. Following construction of the Development, a Stage 3 ‘As Built’ RSA will be carried out which will give the Audit team a final opportunity to assess the revised highway layout and identify any unforeseen road user safety concerns and provide appropriate mitigation measures, if required. A Stage 4 RSA can also be carried once a full 12 month’s injury collision data is available to identify any post collision patterns or trends. Suitable mitigation measure can then be introduced at that stage, if required.

8. STATEMENT OF TRUTH

8.1. 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.

8.2. 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: Ross Rawlings

Date: 9 June 2026

APPENDICES

[Appendix 1] Design Manual for Roads and Bridges general requirement document GG119

[Appendix 2] HCC Technical Guidance Note 18 (TG18)

[Appendix 3] Drawing CJ009625-HEH-HGN-40012558-DR-CH-1015

[Appendix 4] DfS list Reference: 207/04-2025

[Appendix 5] HCC DfS list Reference: 208/04-2025

[Appendix 6] Design Manual for Roads and Bridges general requirement document CD123

[Appendix 7] Drawing CJ009625-HEH-HGN-40012558-DR-CH-1020

[Appendix 8] DfS list Reference: 219/05-2025

[Appendix 9] DfS list Reference: 263/08-2025

[Appendix 10] CAD extract showing proposed and existing footway widths

[Appendix 11] HCC Technical Guidance Note 10 (TG10)

[Appendix 12] CIHT Designing for Walking Guidance 2015

[Appendix 13] Road Safety GB Assessment of Walked Routes to School Guidance 2025[6]

[Appendix 14] Department for Transport Local Transport Note 1/20 Cycle Infrastructure Design

[6] Road Safety GB Assessment of Walked Routes to School 2025 provides guidance to Councils when assessing walked routes to school for children who are living within the statutory distance.