

Proof of Evidence: ANN TRUSS

- 1 I am Ann Truss of Chantry Lodge, Chantry Street, Andover SP10 1AL. [REDACTED]
[REDACTED]
[REDACTED] it is vital that a video link is provided. This was also requested at the pre-inquiry meeting to allow expert witnesses to give evidence if required.
- 1.1 I commenced my career in 1965 in the Valuation and Estates Department of the Greater London Council transferring properties to the Boroughs. I have worked in central government and the private sector as well as local government. I was a housing manager for two local authorities and a housing association and drugs liaison officer to two police forces.
- 2 I confirm that I have made clear which facts and matters referred to in this proof of evidence are within my own knowledge and which are not. Those that are within my own knowledge I confirm to be true. The opinions I have expressed represent my true and complete opinions on the matters to which they refer. I understand that proceedings for contempt of court may be brought against anyone who makes, or causes to be made, a false statement in a document verified by a statement of truth without an honest belief in its truth.
- 3 The planning consents for the Leisure Centre contained the following condition:
Notwithstanding the indicative details shown on the approved plan, the leisure centre hereby permitted shall not be brought into use or occupied until a lay-by has first been provided on West Street for deliveries, servicing, customer pick up and drop off and informal crossing arrangements have been provided on the north side of West Street in accordance with details that shall have been submitted to and approved by the Local Planning Authority before construction of those works commences
Reason: in the interests of highway safety having regard to policy T1 of the Test Valley Borough revised Local Plan 2016
(18/02807 & 16/03191).
If the pavements were reduced in width to accommodate two way traffic it would mean there is very little space for pedestrians to gather in order to cross two way traffic as set out in the various swept path analyses provided by the Council and does not accord with either Active Travel standards nor the highway authority's own design standards.
"Hampshire County Council Technical Guidance note TG10 – Pedestrian and Cycle Facilities" should be available to the inquiry.
- 4 I attach a copy of the count of pedestrians undertaken by residents of Chantry Lodge, signed and dated. A summary of those follows together with a plan showing the locations referred to:
- a) Pedestrians crossing from the Leisure Centre to the Lidl site (Point E on plan), count taken 18/3/26 in a measured 10 minute period 73 equates to; 438 in one hour.
- b) Pedestrians crossing from the Leisure Centre to the Lidl site (Point E on plan) count taken on 25/3/26 in a measured 10 minute period 72 equates to 432 in one hour.
- c) Pedestrians crossing from the Leisure Centre to the Lidl site (Point E on plan) count taken on unknown date in a measured 30 minute period 124, equates to 248 in one hour.
- d) Pedestrians crossing from the Leisure Centre to the Lidl site (Point E on plan)

count taken on 30/3/26 in a measured 30 minute period 62, equates to 124 in one hour (Note, this was during school holidays so reduced number of students and school children).

e) Pedestrians crossing from the Leisure Centre to the Lidl site (Point E on plan) count taken on 30/3/26 in a measured 30 minute period 84, equates to 168 in one hour (Note, this was during school holidays so reduced number of students and school children).

f) Pedestrians crossing between the Lidl site and the Bus Station, count taken on 26/3/26 (Point F to G on plan) 178, in half an hour equates to 356 in one hour.

- 5 Buses entering Bus Station on weekdays 332 per day from Angela Morris, Chairman of the Chantry Lodge Residents Association who was given the current Stagecoach bus timetable and was advised of the number by the attendant at the Bus Station customer desk.
- 6 The buses and delivery vehicle movement numbers would be doubled if West Street were stopped up, this is based on all vehicles entering West Street then leaving at some point.
- 7 At present all delivery vehicles and motorists entering the Lidl car park do so at point B on the plan off Western Avenue and exit at point D back onto Western Avenue. Under the Councils current plan the number of vehicles entering and exiting the Lidl car park, count taken on 31/3/26 in a 30 minute period was 48, equating to 96 per hour.
- 8 At point B on the plan the number of vehicles entering and exiting the Lidl car park, count taken on 28/3/26 5 in a 30 minute period of 53, equating to 106 per hour.
- 9 Under the Councils proposal to make West Street two way all the vehicles mentioned in paragraph 7 and 8 above would have to traverse West Street, enter the car park at C on the plan and then exit and turn left at point D and return along West Street.
- 10 The current gyratory system, with West Street one way allows safe crossings for users of the Leisure Centre, Chantry Centre shopping and sixth form college students as well as for business staff in the area.
- 11 I am informed that the sixth form college is due to expand when the current theatre site is taken into use by the college (when the new theatre in the Chantry Centre opens). I am particularly concerned about the safety of the college students as they tend to come out of the college wearing headphones and looking at their mobiles and pay little attention to traffic conditions.
- 12 As can be seen from the figures, there would be a vast increase in traffic in West Street, double the bus movements, double the delivery vehicles, and all traffic that currently enters and exits the Lidl site from Western Avenue would be required to pass along West Street and enter the Lidl car park at point C and then exit at point D, turning left back along West Street.
- 13 I have seen some of the large goods vehicles leaving the Lidl site in its current configuration encroaching on the Bus Station forecourt despite the No Entry, one says No Entry Except Buses at the entry to the Bus Station forecourt and on the exit is a No Entry sign (Diagram 616 from the Traffic Signs Regulations and General Directions). A photograph is attached, which shows a HGV leaving the Lidl site and having difficulty

leaving, it encroached on the bus station forecourt. Delivery vehicles leaving the Lidl site and turning left at point D on the plan would continue to have this problem but in a more severe form and would take over much of the forecourt, see the Council's swept path analysis of this movement.

- 14 Users of the West Street car park (mostly Leisure Centre Users) would be required to turn right out of the car park instead of, as at present, turning left into West Street. Right turns are inherently more dangerous than left turns.
- 15 The air quality for residents of Andover especially for users of the Leisure Centre and Sixth Form College students as well as residents of Chantry Lodge and Portland Grove would be vastly degraded by this proposal as many vehicles would be re-routed near to peoples homes and tall buildings with less opportunity for pollution to dissipate. The Council's Air Quality Assessment claims there would only be a marginal effect on air quality at the marked assessment locations. Given that the same assessment states that pollutants effectively fade into the background at a distance of 200 metres, increasing the number of emission point sources within a few metres of peoples homes and doubling them in number cannot be reconciled with such a claim. Indeed the Kalaco Air Quality Report makes this point and questions the Council's methodology and measurements.
- 16 The original Andover Masterplan retained West Street as one way and the Council's original plan for the riverside park also kept it one way. The council's claim that the Town Mills Park and the riverside park would not be interrupted by vehicles is simply not accurate, as can be seen, as all vehicles using the multi-storey car park and all vehicles accessing the new theatre, shops and businesses elsewhere in Andover would continue to pass through the park via Waterloo Court.
- 17 At the northern Area Planning Committee meeting on 23 September 2025 Mr Roger Edgell provided a copy of a plan which would enable the riverside park without stopping up West Street. He has also provided a copy of his layout plan to the Council in 2024. More recently, Mr Bob Briggs has proposed an alternative which does not require the stopping up of West Street while enabling the creation of the riverside park. I understand that copies of these are available to the Inquiry.
- 18 Those of us most adversely affected (residents of Portland Grove and Chantry Lodge) will not be able to readily access the proposed riverside park due to the restricted pavements.
- 19 The Council have belatedly produced a proposed modification to the Stopping up Order and a revised Order plan requesting the removal West Street from the Stopping Up Order. However, this is disingenuous as it leaves West Street as a cul-de-sac and had no other effect. The plan proposed by the residents of Chantry Lodge showing the part of Western Avenue edged in purple and a revised draft Order stopping up that part of Western Avenue allows traffic in West Street to continue to exit and join the highway network at the junction with Waterloo Court and maintains the traffic flow. The Council wrongly claimed that the Town Mills park and the riverside park would be contiguous. This is not possible as a busy road carrying two way traffic to the town centre car park and the shops and businesses in the High Street and Bridge Street runs between the two areas.
- 20 The residents plan would allow West Street to flow into Waterloo Court and carry traffic through to the town. Maintaining the flow of traffic benefits all residents and visitors and is the duty of the local authorities.



Ann Truss Proof of Evidence.odt