

NATTRAN/SE/S247/6126

TVBC/RR/2

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]

REBUTTAL 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
2. SCOPE OF EVIDENCE	1
3. TECHNICAL NOTE OF CHARLES AND ASSOCIATES	1
4. STATEMENT OF TRUTH.....	2

1. INTRODUCTION

- 1.1. My name is Ross Rawlings. The details of my qualifications and experience are included in my main proof of evidence dated 9 June 2026.
- 1.2. In this rebuttal proof of evidence, the defined terms in my proof of evidence apply unless specified otherwise.
- 1.3. This rebuttal evidence is prepared on behalf of the Council and produced in support of an application under section 247 of the TCPA 1990 to stop up highway in the Borough of Test Valley in relation to planning permission reference 25/01047/FULLN.
- 1.4. Reference to CD/[x] are to documents in the Core Documents.

Declaration

- 1.5. The evidence which I have prepared and provided in this rebuttal 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.

2. SCOPE OF EVIDENCE

- 2.1. This rebuttal proof of evidence should be read in conjunction with my proof of evidence dated 9 June 2026 (CD/11.06), along with the Statement of Case dated 29 May 2026 (CD/9.01), the proofs of evidence of David Jowsey (Local Highway Authority) (CD/11.22), Fay Smiles (Planning) (11.24), Tim Rose (Air Quality and Noise) (CD/11.21) and Phil Brady (Transport) (CD/11.01) dated 9 June 2026, and the rebuttal proofs of evidence of Phil Brady (Transport) dated 16 June 2026 and Fay Smiles (Planning) dated 16 June 2026.
- 2.2. The purpose of my rebuttal proof of evidence is to respond to additional issues raised by the objectors to the SUO Application in proofs of evidence received. My rebuttal proof of evidence is not intended to be an exhaustive response on all matters and deals only with certain points where it is considered appropriate or helpful to respond in writing at this stage. Where a specific point has not been dealt with, this does not mean that these points are accepted, and they may be addressed further at the Inquiry.

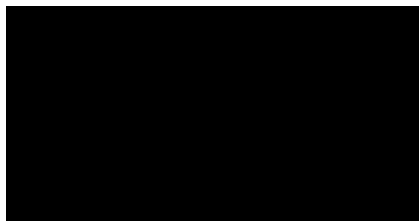
3. TECHNICAL NOTE OF CHARLES AND ASSOCIATES

- 3.1. The technical assessment of Charles and Associates (CD/12.04) was prepared in June 2026 and submitted with the supplementary evidence of Adrian Truss (CD/12.02).
- 3.2. In section 4.1.7 of the technical assessment, the author states it is “surprising” that that the preliminary Stage 1 Road Safety Audit (“RSA”) did “not raise any concerns with respect to pedestrian user safety” with regards to the increased crossing movements over roads carrying significantly greater volumes of traffic.
- 3.3. Although a response to the SUO objections relating to pedestrian crossing difficulty has been made in my main proof of evidence, I would like to clarify the specific comment made that questions why concerns were not raised in the preliminary Stage 1 RSA report.
- 3.4. I can confirm that all road users, including pedestrians, were considered as part of the RSA process throughout the Development’s feasibility, preliminary and detailed design stages. An RSA report is not a risk assessment document and does not include or attribute levels of risk associated with an activity that has been introduced or changed as a result of a highway design. Therefore, only matters that are identified as having an adverse effect on road safety are included in RSA reports.
- 3.5. As mentioned in my main point of evidence, the Audit team believe uncontrolled pedestrian crossings are acceptable for the projected traffic speeds and flows along West Street. If the Audit team were not satisfied that these were appropriate crossing types, then it would have been raised as a problem in an RSA report with a recommendation to provide a greater crossing provision, in the form of a zebra or signal-controlled crossing.

4. STATEMENT OF TRUTH

- 4.1. 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.
- 4.2. 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: 16 June 2026