

Appendix I: Stage 1 Road Safety Audit (RSA) 1 (June 2025)

To Andy Hutton, Capital Road Safety
From Steer
Date 2 June 2025
Project Navigator Quarter, Southampton

Memo

Project No. 24733101

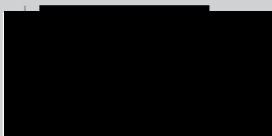
Stage 1 Road Safety Audit - Brief

Introduction

1. This Road Safety Audit (RSA) brief has been prepared for the proposed highway improvements associated with the Navigator Quarter proposed development adjacent to Southampton Airport.
2. This audit brief forms the instructions to the RSA team defining the scope and details of the highway scheme to be subject to the RSA. The Overseeing Organisation (Hampshire County Council as the relevant highway authority) has previously confirmed that they do not need to approve the Stage 1 RSA brief or auditors CVs.

Table 1: Project Summary

PROJECT SUMMARY	
Audit Brief Date:	Early June 2025 (TBC)
Document Reference:	Appendix A – SEE SHAREPOINT LINK: App A MSA DRAWINGS – ILLUSTRATIVE SITE MASTERPLAN (OUTLINE DESIGN) • NQS-MSA-SI-XX-DR-A-2002-PL04 Illustrative Site Plan STEER DRAWINGS - MITCHELL WAY PROPOSED CONCEPT DESIGN (SEGREGATED/SHARED CYCLE ROUTE) • 24733101-STR-HGN-100-DR-D-00201 - REV P01.pdf: Mitchell Way proposed concept design (segregated/shared cycle route) • 24733101-STR-HGN-100-DR-D-00202 - REV P01.pdf: Mitchell Way proposed concept design (segregated/shared cycle route 1/2) • 24733101-STR-HGN-100-DR-D-00203 - REV P01.pdf: Mitchell Way proposed concept design (segregated/shared cycle route 2/2) STEER DRAWINGS – INTERNAL MASTERPLAN SECONDARY ROUTE • 24733101-STR-HGN-100-DR-D-00401 - REV P1: masterplan layout GA overview plan • 24733101-STR-HGN-100-DR-D-00402 - REV P1: internal masterplan layout GA plan • 24733101-STR-HGN-100-DR-D-00403 - REV P1: north plot/unit 3 – HGVs SPA • 24733101-STR-HGN-100-DR-D-00404 - REV P1: south plot/unit 15 – HGVs SPA • 24733101-STR-HGN-100-DR-D-00405 - REV P1: south plot/ unit 16 – HGVs SPA • 24733101-STR-HGN-100-DR-D-00406 - REV P1: unit 3 – car parking SPA • 24733101-STR-HGN-100-DR-D-00407 - REV P1: unit 15 – car parking SPA • 24733101-STR-HGN-100-DR-D-00408 - REV P1: south plot – buses SPA BURROWS GRAHAM DRAWINGS:

	 30228-BGL-XX-LNK-DR-C-00215 P02 Proposed Link Road Kerbing Sheet 1  30228-BGL-XX-LNK-DR-C-00216 P02 Proposed Link Road Kerbing Sheet 2  30228-BGL-XX-LNK-DR-C-00230 P02 Proposed Link Road Pavement Construction Sheet 1  30228-BGL-XX-LNK-DR-C-00231 P02 Proposed Link Road Pavement Construction Sheet 2  30228-BGL-XX-LNK-DR-C-00250 P02 Proposed Link Road Drainage Sheet 1  30228-BGL-XX-LNK-DR-C-00251 P02 Proposed Link Road Drainage Sheet 2  30228-BGL-XX-LNK-DR-C-00255 P02 Proposed Link Road Levels Sheet 1  30228-BGL-XX-LNK-DR-C-00256 P02 Proposed Link Road Levels Sheet 2  30228-BGL-XX-LNK-DR-C-00257 P02 Proposed Link Road Site Clearance Sheet 1  30228-BGL-XX-LNK-DR-C-00258 P02 Proposed Link Road Site Clearance Sheet 2  30228-BGL-XX-LNK-DR-C-00259 P01 Proposed Link Cut & Fill Analysis Sheet 1  30228-BGL-XX-LNK-DR-C-00260 P01 Proposed Link Cut & Fill Analysis Sheet 2  30228-BGL-XX-LNK-DR-C-00261 P01 Proposed Link Road Swept Path Analysis Sheet 1  30228-BGL-XX-LNK-DR-C-00262 P01 Proposed Link Road Swept Path Analysis Sheet 2  30228-BGL-XX-MTW-DR-C-00215 P01 Proposed Mitchell Way Kerbing Sheet 1  30228-BGL-XX-MTW-DR-C-00216 P01 Proposed Mitchell Way Kerbing Sheet 2  30228-BGL-XX-MTW-DR-C-00217 P01 Proposed Mitchell Way Kerbing Sheet 3  30228-BGL-XX-MTW-DR-C-00230 P01 Proposed Mitchell Way Pavement Construction Sheet 1  30228-BGL-XX-MTW-DR-C-00231 P01 Proposed Mitchell Way Pavement Construction Sheet 2  30228-BGL-XX-MTW-DR-C-00232 P01 Proposed Mitchell Way Pavement Construction Sheet 3  30228-BGL-XX-MTW-DR-C-00255 P01 Proposed Mitchell Way Levels Sheet 1  30228-BGL-XX-MTW-DR-C-00256 P01 Proposed Mitchell Way Levels Sheet 2  30228-BGL-XX-MTW-DR-C-00257 P01 Proposed Mitchell Way Levels Sheet 3  30228-BGL-XX-MTW-DR-C-00258 P01 Proposed Mitchell Way Site Clearance Sheet 1  30228-BGL-XX-MTW-DR-C-00259 P01 Proposed Mitchell Way Site Clearance Sheet 2  30228-BGL-XX-MTW-DR-C-00260 P01 Proposed Mitchell Way Site Clearance Sheet 3  30228-BGL-XX-XX-DR-C-00007 P01 Mitchell Way Highway GA Sheet 1  30228-BGL-XX-XX-DR-C-00008 P01 Mitchell Way Highway GA Sheet 2  30228-BGL-XX-XX-DR-C-00009 P02 Mitchell Way Highway GA Sheet 3  30228-BGL-XX-XX-DR-C-00012 P06 Highway GA Option 5
Prepared by:	Steer (Design Organisation)
On behalf of:	Hampshire County Council (Overseeing Organisation)
Our Ref.	24733101
AUTHORISATION SHEET	
Project:	Navigator Quarter, Southampton
Report Title:	Stage 1 Road Safety Audit
PREPARED BY:	
Name:	Carl Morrish, Associate
Signed:	
Organisation:	Steer (Design Organisation) 14-21 Rushworth Street London, SE1 0RB

	T: 020 7910 5588
Date:	30 May 2025
I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION:	
Name:	N/A
Signed:	N/A
Organisation:	Hampshire County Council (Overseeing Organisation) Steer Note: HCC has confirmed that they do not need to approve the Audit Brief.
Date:	N/A

Table 2: General details for RSA

General details			
Highway scheme name and road number:	Navigator Quarter, Southampton 1. Masterplan Spine Road [unclassified road] 2. Secondary roads within masterplan		
Type of scheme:	Hybrid planning application for an employment site (circa 92,000 sqm) adjacent to Southampton Airport on greenfield land. The Site will effectively be split into three development parcels; identified as South Plot and North Plot, and the area for the proposed new highway infrastructure that will serve the site and form the new estate road for the proposed development. The new primary spine road will join the northern end of Mitchell Way and will then bend to the south of the existing long stay airport car park, before entering the main masterplan site. This is private highway land (i.e. not public highway) and is freehold land belonging to Southampton Airport. The new estate road has been designed, and land safeguarded adjacent to North Plot, so that this can continue to form a longer-term link road aspiration (Chickenhall Lane Link Road) if required at a later stage. The extent of the new road infrastructure ties in to the existing highway along Mitchell Way and then continues to ensure that access is provided to both South and North Plots.		
RSA stage (Interim, S1, S2, S3 S4)	Stage 1 Road Safety Audit		
Overseeing Organisation details	Hampshire County Council		
Design Organisation details	Steer, Burrows Graham and MSA		
Police contact details	Not applicable at this audit stage		
Maintaining Agent contact details	Graham Redman, Group Engineer (Highway Development Agreements) E: graham.redman@hants.gov.uk		
Proposed RSA team membership	<table> <tr> <td>Andy Haunton Capital Road Safety Audit Team Leader BEng (Hons) MCIHT FSoRSA Cert Comp RSA</td><td>Jonathan Thompson Capital Road Safety Audit Team Member IEng FIHE MCIHT MSoRSA Cert Comp RSA Lantra 12D M7 TTM Manager</td></tr> </table>	Andy Haunton Capital Road Safety Audit Team Leader BEng (Hons) MCIHT FSoRSA Cert Comp RSA	Jonathan Thompson Capital Road Safety Audit Team Member IEng FIHE MCIHT MSoRSA Cert Comp RSA Lantra 12D M7 TTM Manager
Andy Haunton Capital Road Safety Audit Team Leader BEng (Hons) MCIHT FSoRSA Cert Comp RSA	Jonathan Thompson Capital Road Safety Audit Team Member IEng FIHE MCIHT MSoRSA Cert Comp RSA Lantra 12D M7 TTM Manager		
Terms of reference	Road Safety Audit to be undertaken in accordance with DMRB's GG 119 Road Safety Audit, Issued Jan 2020, Revision 2.		

Table 3: Scheme Details

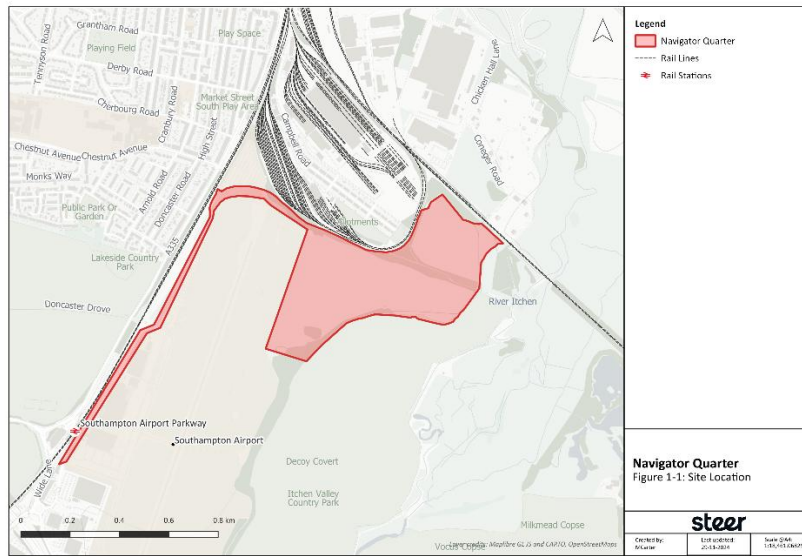
Scheme Details																																																																				
Scheme Description / Objective	Hybrid planning application for an employment site (circa 92,000 sqm) adjacent to Southampton Airport on greenfield land. The Site will effectively be split into three development parcels; identified as South Plot and North Plot, and the area for the proposed new highway infrastructure that will serve the site and form the new estate road for the proposed development. The new primary spine road will join the northern end of Mitchell Way and will then bend to the south of the existing long stay airport car park, before entering the main masterplan site. The new estate road has been designed, and land safeguarded adjacent to North Plot, so that this can continue to form a longer-term link road aspiration (Chickenhall Lane Link Road) if required at a later stage. The extent of the new road infrastructure ties in to the existing highway along Mitchell Way and then continues to ensure that access is provided to both South and North Plots.																																																																			
Design standards applied to the scheme design	- National Highways design standards - LTN 1/20 Cycle Infrastructure Design																																																																			
Existing Speed Limits	Mitchell Way to the north of Signature Aviation Building is privately owned by the Airport and is subject to a 20mph speed restriction.																																																																			
Design Speed	Mitchell Way to the north of Signature Aviation Building is privately owned by the Airport and is subject to a 20mph speed restriction. The Airport section of Mitchell Way will retain a 20mph speed limit. The masterplan spine road itself has been designed to an adoptable standard, with a 30mph speed limit and terminates to the north of the North Plot access junction. The secondary routes within the masterplan will be subject to a 20mph speed limit.																																																																			
Existing traffic flows/queues	The existing Site is vacant and therefore generates no vehicle trips. ATCs undertaken on Mitchell Way in late June / early July 2023 (located south of Southampton Parkway rail station) indicate the following total vehicular flows however: 227 two-way flows in the AM peak hour (07:00 – 08:00) 1,249 two-way flows in the PM peak hour (16:00 – 17:00) 3,088 two-way flows across 24 hour daily period.																																																																			
Forecast traffic flows	As per Table 3.2 the Proposed Development is forecast to result in a 446 vehicle trips onto the local highway network during the AM peak hour, and 3,992 trips during the PM peak hour. Highway impact assessments have been undertaken on the local junctions to understand if the Proposed Development would pose any issues with regard to highway capacity or operation. Table 3.2: Forecast Vehicle Trips (Scenario 1) <table> <tr> <th rowspan="2">Mode</th><th colspan="3">AM Peak (08:00-09:00)</th><th colspan="3">PM Peak (17:00 - 18:00)</th><th colspan="3">Daily</th></tr> <tr> <th>In</th><th>Out</th><th>Total</th><th>In</th><th>Out</th><th>Total</th><th>In</th><th>Out</th><th>Total</th></tr> <tr> <td>Taxi</td><td>2</td><td>2</td><td>4</td><td>2</td><td>2</td><td>3</td><td>20</td><td>20</td><td>41</td></tr> <tr> <td>Cyclists</td><td>23</td><td>2</td><td>25</td><td>3</td><td>20</td><td>23</td><td>91</td><td>77</td><td>168</td></tr> <tr> <td>Cars</td><td>270</td><td>32</td><td>303</td><td>34</td><td>225</td><td>259</td><td>1,187</td><td>1,213</td><td>2,400</td></tr> <tr> <td>Motorcycle</td><td>2</td><td>0</td><td>2</td><td>0</td><td>3</td><td>3</td><td>18</td><td>14</td><td>31</td></tr> </table>									Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily			In	Out	Total	In	Out	Total	In	Out	Total	Taxi	2	2	4	2	2	3	20	20	41	Cyclists	23	2	25	3	20	23	91	77	168	Cars	270	32	303	34	225	259	1,187	1,213	2,400	Motorcycle	2	0	2	0	3	3	18	14	31
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Motorcycle	2	0	2	0	3	3	18	14	31																																																											

	PSV	1	1	1	0	1	1	4	4	7
	OGV	25	48	73	47	22	69	484	469	954
	LGV	34	29	63	19	22	41	277	282	559
	Total Vehicles	334	112	446	103	273	376	1,991	2,002	3,992
Pedestrian, cyclist and equestrian desire lines	In light of the uncertainties around the CLLR coming forward, which would bring forward a route over the railway line, the opportunity to provide a pedestrian / cycle link under the railway line onwards to Bishopstoke Road has been considered. Discussions have been held with HCC and EBC, post the MRF consent during which HCC (as land owner) have confirmed that a 3m wide effective corridor has been safeguarded along the eastern boundary of the MRF site to retain access to the Navigator Quarter site. Given that a 3m wide track is to be provided, which would be fenced off from the MRF facility this provides the opportunity for a 3m wide shared use footway and cycleway to be delivered. Discussions are ongoing with HCC in respect to surfacing, however it is anticipated that this will be delivered in a form which could be used for pedestrian and cyclists. These aforementioned works are not included as part of this audit brief. The proposed scheme covered by this audit does however include proposed new pedestrian and cycle provision along Mitchell Way, the Spine Road and the Masterplan development roads, in the form of a mix of segregated and shared-use facilities. These have been designed based on the expected demand, as well as spatial and land ownership constraints in places.									
Environmental constraints	N/A									

Table 4: Locality

Locality	
Description of locality	The Site is formed of two plots, a larger area immediately adjacent to the Airport that is known as the South Plot, and an area of land to the north of this, known as the North Plot. These plots are separated by an area of woodland that has established on a raised railway embankment that is now redundant and has become overgrown. The nearby railway lines form the northern boundaries to the application Site, with the railway raised on an embankment. Southampton Airport is located immediately to the south and west of the Site, on the edge of Southampton city's suburbs, but within Eastleigh. To the immediate north of the Site there is a train depot, located at the convergence of trainlines from Southampton and Portsmouth. Sandwiched between the train depot land there is also a residential area known as Campbell Road. To the north of the train depot land is the Barton Park Industrial Estate which runs from the train depot, north to Bishopstoke Road. The site location is shown in Figure 4.1.

Figure 4.1: Site Location Plan



General description

The new estate road to support the Site has been designed, and land safeguarded adjacent to North Plot, so that this can continue to form a longer-term link road aspiration (Chickenhall Lane Link Road) if required at a later stage. The extent of the new road infrastructure ties in to the existing highway along Mitchell Way and then continues to ensure that access is provided to both South and North Plots.

The Site includes a well-designed permeable masterplan with a vehicle connection onto Mitchell Way, and a mix of segregated and shared footway / cycle provision along the access road (segregated wherever possible, but reverting to shared-use where space is more constrained)..

Relevant factors which may affect road safety

There are not considered to be any relevant factors that may affect road safety.

Table 5: Analysis

Collision data analysis	It is noted that Mitchell Way is a private road and not under the jurisdiction of HCC, and therefore no collision data is available for the area of interest subject to this RSA. It is therefore not relevant to include collision data at this stage given the statistics are unavailable.
Departures from standards	No relaxations or departure have been sought from the Highway Authority.
Previous RSA stage reports, RSA response reports & evidence of agreed actions	No RSAs have been undertaken to date within the vicinity of the Proposed Development, as it is currently a vacant plot.

Strategic decisions / Adjacent Land Uses

The new primary spine road will join the northern end of Mitchell Way and will then bend to the south of the existing long stay airport car park, before entering the main masterplan site. The road has been designed to an adoptable standard, with a 30mph speed limit and terminates to the north of the North Plot access junction. The gradient of the northern section has been designed to ensure it could form part of the CLLR and pass over the railway bridge if it were to subsequently come forward.

Two main priority junctions will be provided along the primary spine route to connect with the secondary masterplan access roads that lead into the South Plots and North Plot. Space has been allocated to allow for right-turn pockets into these access roads.

Figure 5.2: Indicative Plan of Masterplan Development Area



List of included documents and drawings

Documents

N/A

Drawings

Appendix A (zip file):

- **MSA** DRAWINGS – ILLUSTRATIVE SITE MASTERPLAN (OUTLINE DESIGN)
- **STEER** DRAWINGS - MITCHELL WAY PROPOSED CONCEPT DESIGN (SEGREGATED/SHARED CYCLE ROUTE)
- **STEER** DRAWINGS – INTERNAL MASTERPLAN SECONDARY ROUTE
- **BURROWS GRAHAM** DRAWINGS – SPINE ROAD (DETAILED DESIGN)

Table 6: Checklist

Tick all that are included and provide reasons for those that are not included			
Site location plan	✓	Scale layout plans	✓
Departures and relaxations from standards	N/A	Construction/ typical details	N/A
Previous RSA reports	N/A	Traffic signal staging	N/A
Collision data and collision data analysis	N/A	Road traffic collision plot	N/A
Previous RSA response reports and evidence of agreed actions	N/A	Pedestrian, cyclist and horse-riding desire lines and volumes	N/A
Speed surveys	N/A	Traffic counts	✓
Walking, cycling and horse-riding assessment and reviews	N/A	Items outside the scope of the RSA/ strategic decisions	✓
Other factors that may impact on road safety	N/A	Design speeds/ speed limits	✓
Design standards used	✓	Adjacent land uses	✓

Appendix A – see zipfile

Solent Freeport

Navigator Quarter

Stage 1 Road Safety Audit

Ref: 3117-RSA-01 A



Prepared for: **Steer, on behalf of Blocwork (Eastleigh) LLP & SIAL**

Date: **June 2025**

TRAFFIC & ROAD SAFETY SPECIALISTS



1.0 DOCUMENT INFORMATION

Project Title	SOLENT FREEPORT NAVIGATOR QUARTER STAGE 1 ROAD SAFETY AUDIT
Document No	3117-RSA-01

Issue	Original (A)	Revision	Revision
Date Issued	11/06/25		

Prepared by	A Haunton		
Signature			

Checked by	J Thompson		
Signature			

Authorised by	J Thompson		
Signature			

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2.0 INTRODUCTION

2.1 Commission and Terms of Reference

- 2.1.1 This report results from a Stage 1 Road Safety Audit carried out on proposed highway works for the proposed Navigator Quarter, part of Solent Freeport. The audit was carried out on the instruction of Steer's Carl Morrish, dated 7th May 2025.
- 2.1.2 The Audit Team membership was as follows:
- Audit Team Leader: Andy Haunton BEng (Hons), MCIHT, FSoRSA
Capital Road Safety Ltd
- Audit Team Member: Jonathan Thompson IEng, FIHE, MCIHT, MSoRSA
Capital Road Safety Ltd
- Audit Team Member: Aaron Sawyer
Capital Road Safety Ltd
- 2.1.3 For the purposes of compliance with the National Highways standard GG 119 'Road Safety Audit' it is recorded that both the Audit Team Leader and Team Member hold a Certificate of Competency in Road Safety Audit.
- 2.1.4 The Audit was undertaken by Capital Road Safety in accordance with the Audit Brief provided by Ali Memory of Steer on 2nd June 2025. It took place during early June 2025 and comprised an examination of the documents provided as listed in Appendix A, plus a visit to the site of the proposed scheme. The ATL requested additional information relating to the proposed retaining walls and the covered footway along the spine road. However, this information was not available at this stage in the design process and the Audit Team has been able to complete the Audit without it.
- 2.1.5 The Audit Team made a visit to the site of the scheme between 10:30 and 12:00hrs on 4th June 2025. During the site visit the weather was fine and the paved highway surfaces were dry. Traffic flows were low and free flowing. At the time of the site visit the long stay parking to the north along Mitchell Way was not open to the public. Only a few pedestrian and cyclist movements were seen along the majority of the route. However, pedestrian movements around the railway station were considerably higher. It is noted that the site of the scheme was not accessible to the Audit Team to the east of the northern long stay car park.
- 2.1.6 The terms of reference of this audit are as described in the National Highways standard GG 119 Revision 2 'Road Safety Audit'. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.
- 2.1.7 Unless general to the scheme, all comments and recommendations are given an identifying label and the locations have been indicated on the plan located in

Appendix B. Reference may be made to the design drawings where it is necessary to clearly indicate which drawing amongst a set is the subject of comment.

2.2 Purpose of the Scheme

2.2.1 The overall scheme proposes a new strategic employment destination within Solent Freeport. The development's website describes it as follows:

"Navigator Quarter is a special economic zone within the Freeport. It will meet the needs of modern business and create significant economic opportunity for the region, including the potential to support approximately 3,000 new jobs.

Our proposals for Navigator Quarter would transform approximately 110 acres of land adjacent to Southampton Airport into a vibrant location for local, national and international businesses to invest in and call their home.

We're bringing forward a planning application to provide around 92,000 sq m of high-quality employment space, with associated infrastructure works and a new access road linked to Mitchell Way. The site is allocated for employment uses within the Eastleigh Borough Local Plan."

2.2.2 This RSA is concerned with various aspects of the highway infrastructure, including improvements to existing infrastructure and new-build elements. These essentially comprise:

- Improvements along the full length of Mitchell Way, from the roundabout at the south, to the bend at the north.
- Construction of a new spine road, which effectively extends Mitchell Way to the east.
- Internal road layout of the two areas of the proposed development site, North Plot and South Plot.

2.2.3 The Airport section of Mitchell Way will retain a 20mph speed limit. The masterplan spine road has been designed to an adoptable standard, with a 30mph speed limit. Secondary routes within the masterplan will be subject to a 20mph speed limit.

2.2.4 The new estate road has been designed, and land safeguarded adjacent to North Plot, so that this can continue to form a longer-term link road aspiration (Chickenhall Lane Link Road) if required at a later stage.

3.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDIT

- 3.1 The Audit Team is not aware of any previous audits having been carried out on the proposals.

4.0 ITEMS RAISED IN THIS STAGE 1 ROAD SAFETY AUDIT

4.1 MITCHELL WAY

4.1.1 PROBLEM

Location: A – Unsegregated shared use footway by the railway station.

Summary: Risk of collisions between pedestrians and cyclists.

The shared-use footway will commence by the railway station and proceed northwards along Mitchell Way to the development sites. It will predominantly be a segregated surface for pedestrians (2.0m) and cyclists (3.0m) plus a buffer zone (0.5m). However, the southern section through to Chainage 770m will be an unsegregated, 3.0m wide surface. Particularly by the railway station and the Zebra crossing at Chainage 300m, a significant route between the station and airport terminal, this may be too narrow. In this location there can be a higher volume of pedestrian movements, especially on the arrival of a train. This volume of movements may increase the risk of collisions between pedestrians and passing cyclists. The situation may be exacerbated by the retention of extensive pedestrian guardrails fronting the station, presumably installed to deter drop-off activity. This reduces the available footway width by the set back from the carriageway and by the front edge of the footway being bounded by a vertical feature.



RECOMMENDATION

A wider shared footway surface should be provided fronting the railway station, especially around the Zebra crossing at Chainage 300m.

Design Organisation Response	Partially Accepted
Burrows Graham:	-
Michael Sparks Associates:	-
Steer:	The site is constrained by land ownership and the station therefore it is not feasible to widen the footway any further. Removal of guard rail and decluttering of street furniture will however be considered at detailed design to maximise the available width.
Client Organisation Comments	
Agree with Design Organisations' Response.	

4.1.2 PROBLEM

Location: B – Proposed shared-use surface by the railway station.

Summary: Significant items of street furniture may be difficult to relocate.

A number of items of street furniture will need to be removed in order to accommodate the shared surface footway. Some of these items are quite large and will be significant in terms of their contribution to the safe operation of the highway. In particular, directional signs and a high-mast lighting column. With no alternative locations noted on the drawings, there is concern that difficulties in relocating these items may result in their deletion. This may increase the risk of collisions, e.g. from hesitant/erratic manoeuvres where drivers are not being clearly advised where to find their intended destination, or avoid restricted areas, or from sign mounting heights being specified too low over cycle surfaces / posts being an obstruction along the footway.



RECOMMENDATION

The location of significant items of street furniture should be confirmed prior to any design freeze of the proposed alignment to ensure that they can be adequately accommodated.

Design Organisation Response	Accepted
Burrows Graham:	This will be considered further at detailed design stage, aiming to maximise highway width to limit any removal of existing street furniture/signage etc.
Michael Sparks Associates:	-
Steer:	Removal/relocation and decluttering of street furniture will be considered at detailed design to maximise the available width.
Client Organisation Comments	
Agree with Design Organisations' Response.	

4.1.3 PROBLEM

Location: C – Proposed shared-use surface by the railway station.

Summary: Surface could become obstructed by hire bikes.

The proposed layout for the North Plot shows a Beryl Bike bay. However, there is no similar facility shown at the opposite end of the proposed cycle route along the spine road / Mitchell Way, at the railway station. This may lead to hire bikes being left on the footway surface, obstructing the route for other cyclists and pedestrians. This may increase the risk of collisions between pedestrians and cyclists due to localised restrictions in width.

RECOMMENDATION

Beryl Bike bays of appropriate capacity should be conveniently located by the railway station.

Design Organisation Response	Accepted
Burrows Graham:	-
Michael Sparks Associates:	-
Steer:	It is noted that there is already a Beryl Bike area provided at the station, on the northwest side of the tracks, therefore no further changes are considered necessary.

Client Organisation Comments

Agree with Design Organisations' Response.

4.1.4 PROBLEM

Location: D & E – Bus stops, Chainage 580m and 1200m.

Summary: Risk of collisions between pedestrians and cyclists around the bus shelter.

The intents for the bus stop at Chainage 580m are not clear. However, should it be retained, the shelter may be an obstruction in the shared footway surface, or may obstruct visibility between pedestrians stepping from the shelter and cyclists proceeding along the footway. This may increase the risk of collisions between pedestrians and cyclists at this location. There may also be a similar situation at Chainage 1200m.



RECOMMENDATION

If the bus stops with their shelters are to be retained, the shelters should be properly incorporated into the proposed layout, e.g. set back off the main footway surface and with open fronts to maintain good visibility.

Design Organisation Response	Accepted
Burrows Graham:	-
Michael Sparks Associates:	-
Steer:	The northbound bus stop is an airport stop for their shuttle bus. Land is constrained at this location,

however the layout of the bus stop will be reviewed further in detailed design, to explore replacing the shelter with one without end panels and placing at the back of footway, or possibly setback the shelter into Network Rail land so it's clear of the footway (unlikely due to land issues, but will be explored further).

Client Organisation Comments

Agree with Design Organisations' Response.

4.1.5 PROBLEM

Location: F – Existing Zebra crossings beyond Chainage 770m.

Summary: Integration of the crossings into the shared-use footway layout not shown.

There are existing Zebra crossings along Mitchell Way. The intention for these is not described on the drawings. Should they be retained, however, it is not clear how pedestrians are intended to access the crossings at those that coincide with the segregated footway surface. With the pedestrian surface behind the cycle surface, pedestrians will have to cross the cycle surface to use the crossing. This may increase the risk of collisions between pedestrians and cyclists, particularly in respect of any sight-impaired pedestrian.

RECOMMENDATION

If the crossings are to be retained, there should be short sections of unsegregated footway surface around the crossing point, complete with ladder/tramline tactile paving and Diag. 956/957 signs.

Design Organisation Response	Accepted
Burrows Graham:	-
Michael Sparks Associates:	-
Steer:	This will be picked up as part of the detailed design, with shared use areas/tramline tactile paving and appropriate signage provided as required.

Client Organisation Comments

Agree with Design Organisations' Response.

4.1.6 PROBLEM

Location: G – Rosewood compound, Chainage 820m.

Summary: Vehicles dwelling for the gates may obstruct the shared footway surface.

The Rosewood compound at Chainage 820m is gated. When the shared surface footway is installed, the route for pedestrians and cyclists could be obstructed by any vehicle dwelling whilst the gates are being opened or closed. This may increase the risk of collisions, e.g. from cyclists veering into the carriageway to avoid the dwelling vehicle, or pedestrians deviating onto the cycle surface.



RECOMMENDATION

Access to the compound should be reconfigured such that vehicles do not dwell across the footway whilst the gates are being opened or closed.

Design Organisation Response	Partially Accepted
Burrows Graham:	-
Michael Sparks Associates:	-
Steer:	This access is gated and infrequently used, therefore the likelihood of conflict here will be minimal and infrequent. We will however review further in detailed design and potentially explore tightening up the junction/reinstating as a continuous footway treatment across the access to give better priority to pedestrians/cyclists across the access.

Client Organisation Comments

Agree with Design Organisations' Response.

4.1.7 PROBLEM

Location: Various – Zebra crossings along Mitchell Way.

Summary: Layouts deviate from the standard TSRGD layout.

There are various existing Zebra crossings along Mitchell Way. These have inconsistencies between their various layouts and deviations from the standard TSRGD layout. For example, the crossing between the railway station and airport terminal has yellow box junction markings within the zig-zags and the crossing by Tinker Alley has no zig-zag lines at all. With increased volumes of non-airport traffic to pass along Mitchell Way, there is concern that drivers may not comply with non-standard layouts consistently, e.g. loading could legitimately take place immediately adjacent to a crossing lacking zig-zag lines. This may make it more difficult for pedestrians to safely assert precedence over motor vehicles to cross.

RECOMMENDATION

All the Zebra crossings that are to be retained should be amended to a standard TSRGD layout.

Design Organisation Response	Partially Accepted
Burrows Graham:	-
Michael Sparks Associates:	-
Steer:	It is noted that Mitchell Way is a privately-owned/maintained road, however this will be reviewed as part of the detailed design, and the crossing layouts improved where feasible.

Client Organisation Comments

Agree with Design Organisations' Response.

4.2 SPINE ROAD

4.2.1 PROBLEM

Location: H – NMU crossing, Chainage 40m.

Summary: Cyclists / pedestrians to cross using an uncontrolled crossing.

The shared use footway crosses from the eastern to western side of the spine road at Chainage 40m. The crossing is uncontrolled and the location of the crossing appears to currently lack street lighting. There is concern that the provision of an uncontrolled crossing at a dark location may increase the risk of

collisions involving both cyclists and pedestrians, particularly in respect of cyclists as the scheme provides a significant length of otherwise off-carriageway cycle facility.

RECOMMENDATION

A Parallel crossing should be provided so that pedestrians or cyclists can assert precedence over motor vehicles to cross. The crossing should also be lit.

Design Organisation Response	Partially Accepted
Burrows Graham:	This is something that will be picked up by Hoare Lee at detailed design stage.
Michael Sparks Associates:	-
Steer:	This will be reviewed further as part of the detailed design, and a street lighting design will also be undertaken and will ensure the crossing is adequately lit.
Client Organisation Comments	
Agree with Design Organisations' Response.	

4.2.2 PROBLEM

Location: I – Long stay car park access, Chainage 160m.

Summary: Unclear how vehicles will safely join the spine road / Mitchell Way from the car park.

The access to the long stay car park (not currently in public useage) is to be retained and it will have a junction with the new spine road. However, as the minor road, the car park access will not be perpendicular to the major road (i.e. the spine road / Mitchell Way). This geometry may increase the risk of collisions as non-perpendicular angles (especially angles less than 70 degrees) can result in drivers having to look excessively over their shoulders or the major road approach being in a vehicle blind spot.

RECOMMENDATION

The car park access should be realigned to achieve a minimum angle of 70 degrees with the spine road / Mitchell Way. It should also be verified that adequate visibility is available at the junction.

Design Organisation Response	Partially Accepted
Burrows Graham:	It is noted that this car park is not in use at present, however the concerns are noted. Further options can be explored during the detailed design stage as required (dependent on any expected future usage of

	the car park), if realignment of the junction is necessary.
Michael Sparks Associates:	-
Steer:	-
Client Organisation Comments	
Agree with Design Organisations' Response.	

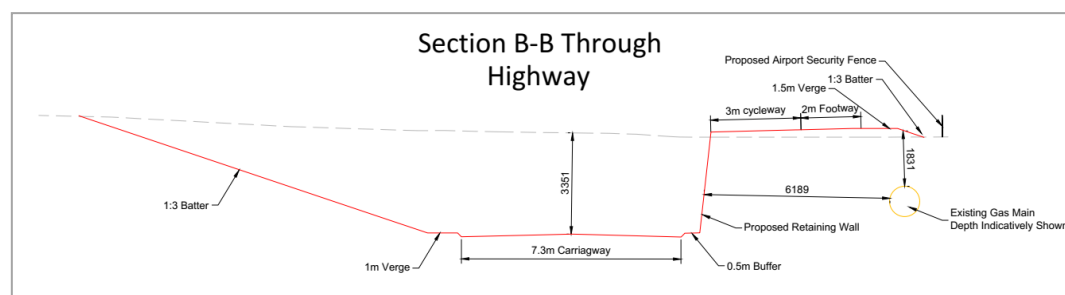
4.2.3 PROBLEM

Location: J – Retaining walls and covered footway, across the top of the airfield.

Summary: Risk of road user collisions arising from significant level differences.

The carriageway will run in a cutting where the new alignment passes across the top of the airfield. The cutting will be facilitated by a combination of retaining walls and suitably battered slopes. The shared-use footway will run along the top of the cutting retaining wall, with a typical cross section showing a cutting depth of 3.35m. The drawing also indicates that the footway will be covered. However, no further information has been made available at this stage in the design process. At this point, the following matters concern the Audit Team:

- Potential for falls from height for pedestrians or cyclists as no parapet rail is indicated,
- Risk of collisions between cyclists and pedestrians if the indicated footway widths are significantly eroded by the provision of a parapet or covered footway,
- Risk that an errant vehicle could leave the carriageway and ride up onto a ramp at the start of a retaining wall, causing it to overturn.
- Stopping sight distance may be adversely affected where a retaining wall is close to the inside of a bend, i.e. around Chainage 300m to 350m.



RECOMMENDATION

Parapet rails should be installed along the tops of the retaining walls, with the rail height appropriate for the type of users, i.e. 1.1m where there are only likely to be pedestrians, or 1.4m where there may be cyclists present. Care should be taken to maintain the indicated footway design widths, clear of obstructions such as parapet rails or covered footway posts. The start points of the retaining walls,

as they rise up from ground level, should be adequately protected to prevent any errant vehicle from riding up onto the wall. The adequacy of the stopping sight distance around Chainage 300m to 350m should be confirmed.

Design Organisation Response	Accepted
Burrows Graham:	VRS & other safety barriers will be considered at detail design stage. This may result in a slight realignment of the highway to accommodate any physical features.
Michael Sparks Associates:	-
Steer:	-
Client Organisation Comments	
Agree with Design Organisations' Response.	

4.2.4 PROBLEM

Location: K – Carriageway alignment between Chainage 550m and 650m.

Summary: Minor horizontal deviations in alignment may increase the risk of sideswipe collisions.

The carriageway alignment between Chainage 550m and 650m has a series of minor horizontal deviations in alignment. These deviations may increase the risk of sideswipe collisions between opposing traffic flows.



RECOMMENDATION

The alignment should be smoothed and straightened.

Design Organisation Response	Accepted
------------------------------	----------

Burrows Graham:	This was designed in relation to green space requirements to the south of the road, north of the proposed development, to provide the required space & stay within Land ownership boundaries & adhere to SGN requirements for Gas Main. This has however been revisited and the alignment amended to straighten it out.
Michael Sparks Associates:	-
Steer:	-
Client Organisation Comments	
Agree with Design Organisations' Response.	

4.2.5 PROBLEM

Location: L – Priority junction, Chainage 740m.

Summary: NMUs guided to cross towards the widest part of the bellmouth.

The crossing points at the Chainage 740m priority junction invite NMUs to cross towards the widest part of the bellmouth. This may increase the risk of collisions with NMUs crossing the carriageway as the crossing time is increased and it can be more difficult to judge when a vehicle will turn from the major road onto the minor road.

RECOMMENDATION

The crossing points should be moved further into the bellmouth, where the crossing distance is less and it can be easier to judge if a vehicle is turning from the major road onto the minor road.

Design Organisation Response	Accepted
Burrows Graham:	Crossing points have been amended to suit auditor's recommendations.
Michael Sparks Associates:	-
Steer:	-
Client Organisation Comments	
Agree with Design Organisations' Response.	

4.2.6 PROBLEM

Location: M – Spine road alignment beyond Chainage 770m.

Summary: Stopping sight distance may not be adequate around the inside of

a bend.

From Chainage 770m the final section of the spine road alignment follows a left handed bend. Initially, there is a widened out verge along the inside of the bend. However, further into the bend the verge appears to be of only nominal width. With no visibility locus shown around the inside of the bend, there is concern that stopping sight distance may be inadequate. This could increase the risk of collisions , e.g. shunts with slower moving vehicles ahead, or with objects that may be lying in the carriageway.

RECOMMENDATION

Adequate stopping sight distance should be shown to be available around the full extent of the bend.

Design Organisation Response	Accepted
Burrows Graham:	Visibility splay has been checked which follows the back of the verge, the existing levels are such that this doesn't interfere with the visibility splay to allow clear visibility.
Michael Sparks Associates:	-
Steer:	-
Client Organisation Comments	
Agree with Design Organisations' Response.	

4.2.7 PROBLEM

Location: N – Priority junction, Chainage 1040m.

Summary: NMUs guided to cross a wide carriageway in a single stage.

The crossing points at the Chainage 1040m priority junction invite NMUs to cross towards the widest part of the bellmouth in a single stage. This may increase the risk of collisions with NMUs crossing the carriageway as the crossing time is increased and it can be more difficult to judge when a vehicle will turn from the major road onto the minor road.

RECOMMENDATION

If swept paths allow, a refuge island should be added to make the crossing two stage. Otherwise, the crossing points should be moved further into the bellmouth, where the crossing distance is less and it can be easier to judge if a vehicle is turning from the major road onto the minor road.

Design Organisation Response	Accepted
Burrows Graham:	A pedestrian refuge island is not feasible, however the

	crossing has been moved further into the bellmouth.
Michael Sparks Associates:	-
Steer:	-
Client Organisation Comments	
Agree with Design Organisations' Response.	

4.2.8 PROBLEM

Location: General - Proposed spine road.

Summary: Ironwork in the carriageway could present a skidding hazard.

Around the spine road alignment there will be a significant number of chamber covers in the carriageway. Chamber covers can be a particular hazard to two-wheeled road users, becoming polished and slippery, increasing the risk of riders being unseated.

RECOMMENDATION

Chamber covers should not be located in the carriageway wherever possible. When unavoidably located in the carriageway, they should be as described in DMRB CD 534 'Chamber tops and gully tops for road drainage and services' with respect to skidding resistance.

Design Organisation Response	Accepted
Burrows Graham:	As per the auditor's recommendation, any manhole covers, gully grating etc's will be positioned to limit the risk of skidding & along with correct skidding resistances this will not be an issue. To be amended at detailed design.
Michael Sparks Associates:	-
Steer:	-
Client Organisation Comments	
Agree with Design Organisations' Response.	

4.3 NORTH PLOT

4.3.1 PROBLEM

Location: O – Unit 1 car park.

Summary: Visibility at the access may be inadequate.

The visibility splays at the Unit 1 car park access may be compromised by being

on the inside of a bend and by planting along the front of the footway. This could increase the risk of ‘failed to give way’-type collisions.

RECOMMENDATION

Adequate visibility should be available at the access.

Design Organisation Response	Accepted
Burrows Graham:	-
Michael Sparks Associates:	-
Steer:	As these Units and sections of roads are in outline this will be dealt with at Reserved Matter stage, where low-level planting will be explored.
Client Organisation Comments	
Agree with Design Organisations’ Response.	

4.3.2 PROBLEM

Location: P – Unit 1 & Unit 3 accesses.

Summary: Accesses directly opposite one another may increase the risk of collisions.

The accesses for Unit 1 and Unit 3 are directly opposite one another. This crossroads layout may increase the risk of collisions arising from vehicles exiting the respective premises simultaneously.

RECOMMENDATION

The accesses should be staggered.

Design Organisation Response	Partially Accepted
Burrows Graham:	-
Michael Sparks Associates:	-
Steer:	As these Units and sections of roads are in outline this will be dealt with at Reserved Matter stage.
Client Organisation Comments	
Agree with Design Organisations’ Response.	

4.3.3 PROBLEM

Location: General – North Plot footways.

Summary: Lack of NMU connectivity between footways, across the carriageway.

The footways around the North Plot will have planting along the front edge. This type of arrangement can reduce connectivity between footways, across the carriageway. As such, pedestrians or cyclists using one footway, but heading to premises on the other side of the carriageway, may find that their desired route is not directly provided for. This may increase the risk of collisions, e.g. from slips/trips walking across/through the planting, or from walking extended distances along the carriageway between the vehicular accesses that punctuate the footways.

RECOMMENDATION

Likely pedestrian and cycle desire lines should be provided for between footways, across the carriageway.

Design Organisation Response	Partially Accepted
Burrows Graham:	-
Michael Sparks Associates:	-
Steer:	As this is all outline this will be dealt with at Reserved Matter stage, and additional crossing points considered where suitable.
Client Organisation Comments	
Agree with Design Organisations' Response.	

4.4 SOUTH PLOT

4.4.1 PROBLEM

Location: General – Junctions and accesses around the South Plot.

Summary: Visibility may be compromised by planting.

The visibility splays at junctions and accesses around the South Plot may be compromised by planting along the front of the footway. This could increase the risk of 'failed to give way'–type collisions.

RECOMMENDATION

Adequate visibility should be available at all junctions and accesses.

Design Organisation Response	Accepted
Burrows Graham:	-
Michael Sparks Associates:	-

Steer:

As this is all outline this will be dealt with at Reserved Matter stage, where low-level planting will be explored to ensure visibility is not impacted.

Client Organisation Comments

Agree with Design Organisations' Response.

4.4.2 PROBLEM

Location: General – South Plot footways.

Summary: Lack of NMU connectivity between footways, across the carriageway.

The footways around the South Plot will have planting along the front edge. This type of arrangement can reduce connectivity between footways, across the carriageway. As such, pedestrians or cyclists using one footway, but heading to premises on the other side of the carriageway, may find that their desired route is not directly provided for. This may increase the risk of collisions, e.g. from slips/trips walking across/through the planting, or from walking extended distances along the carriageway between the vehicular accesses that punctuate the footways.

RECOMMENDATION

Likely pedestrian and cycle desire lines should be provided for between footways, across the carriageway.

End of list of Problems identified and Recommendations offered in this Stage 1 Audit

Design Organisation Response	Partially Accepted
Burrows Graham:	-
Michael Sparks Associates:	-
Steer:	As this is all outline this will be dealt with at Reserved Matter stage, and additional crossing points considered where suitable.
Client Organisation Comments	
Agree with Design Organisations' Response.	

5.0 SIGNATURES AND SIGN-OFF

5.1 AUDIT STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER:

Name: Andy Haunton
BEng (Hons) MCIHT FSoRSA
Cert Comp RSA

Signed:

Date 11/06/2025

Position: Director

Organisation: Capital Road Safety

Address: Mallows Lane, Gainsford End, Essex, CO9 4EH

Contact: enquiries@capitalroadsafety.com
www.capitalroadsafety.com

AUDIT TEAM MEMBERS:

Name: Jonathan Thompson
IEng FIHE MCIHT MSoRSA
Cert Comp RSA

Signe

Date 11/06/2025

Position: Director

Organisation: Capital Road Safety

Address: Mallows Lane, Gainsford End, Essex, CO9 4EH

Contact: enquiries@capitalroadsafety.com
www.capitalroadsafety.com

Name: Aaron Sawyer

Signed:

Date 11/06/2025

Position: Associate

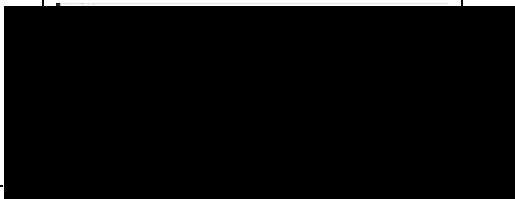
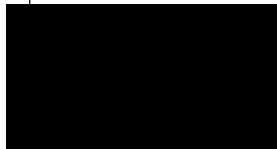
Organisation: Capital Road Safety

Address: Mallows Lane, Gainsford End, Essex, CO9 4EH

Contact: enquiries@capitalroadsafety.com
www.capitalroadsafety.com

5.2 DESIGN TEAM STATEMENT

In accordance with GG 119, I certify that I have reviewed the items raised in this Stage 1 Road Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Client Organisations endorsement of my proposals.

Design Organisation		
Burrows Graham (BG)	Name:	Jack Williams
	Position:	Civils Director
	Signed:	
	Dated:	02 October 2025
Steer (Steer)	Name:	Carl Morrish
	Position:	Associate
	Signed:	
	Dated:	01 October 2025

5.3 CLIENT ORGANISATION STATEMENT

I accept these proposals by the Design Organisation.

Name: Adam Connor

Position: Senior Development Manager

Organisation: Bloc Group

Signed:



Dated: 12 December 2025

5.4 SECONDARY CLIENT ORGANISATION STATEMENT (where appropriate)

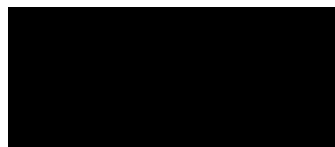
I accept these proposals by the Design Organisation.

Name: Steve Thurston

Position: Group Head of Planning & Development

Organisation: AGS Airports

Signed:



Dated: 11th December 2025

APPENDIX A

Documents forming the Audit Brief

DRAWING NUMBER	DRAWING TITLE
• NQS-MSA-SI-XX-DR-A-2002 PL04	ILLUSTRATIVE SITE LAYOUT PLAN
• 24733101-STR-HGN-100-DR-D-00201 P01	MITCHELL WAY, PROPOSED CONCEPT DESIGN (SEGREGATED/SHARED CYCLE ROUTE)
• 24733101-STR-HGN-100-DR-D-00202 P01	MITCHELL WAY, PROPOSED CONCEPT DESIGN (SEGREGATED/SHARED CYCLE ROUTE 1/2)
• 24733101-STR-HGN-100-DR-D-00203 P01	MITCHELL WAY, PROPOSED CONCEPT DESIGN (SEGREGATED/SHARED CYCLE ROUTE 2/2)
• 24733101-STR-HGN-100-DR-D-00401 P1	MASTERPLAN LAYOUT, GENERAL ARRANGEMENT OVERVIEW PLAN
• 24733101-STR-HGN-100-DR-D-00402 P1	INTERNAL MASTERPLAN LAYOUT, GENERAL ARRANGEMENT PLAN
• 24733101-STR-HGN-100-DR-D-00403 P1	NORTH PLOT/UNIT 3 – HGVs SWEPT PATH ANALYSIS
• 24733101-STR-HGN-100-DR-D-00404 P1	SOUTH PLOT/UNIT 15 – HGVs SWEPT PATH ANALYSIS
• 24733101-STR-HGN-100-DR-D-00405 P1	SOUTH PLOT/ UNIT 16 – HGVs SWEPT PATH ANALYSIS
• 24733101-STR-HGN-100-DR-D-00406 P1	UNIT 3 – CAR PARKING SWEPT PATH ANALYSIS
• 24733101-STR-HGN-100-DR-D-00407 P1	UNIT 15 – CAR PARKING SWEPT PATH ANALYSIS
• 24733101-STR-HGN-100-DR-D-00408 P1	SOUTH PLOT – BUSES SWEPT PATH ANALYSIS
• 30228-BGL-XX-LNK-DR-C-00215 P02	PROPOSED LINK ROAD KERBING SHEET 1
• 30228-BGL-XX-LNK-DR-C-00216 P02	PROPOSED LINK ROAD KERBING SHEET 2
• 30228-BGL-XX-LNK-DR-C-00230 P02	PROPOSED LINK ROAD PAVEMENT CONSTRUCTION SHEET 1
• 30228-BGL-XX-LNK-DR-C-00231 P02	PROPOSED LINK ROAD PAVEMENT CONSTRUCTION SHEET 2
• 30228-BGL-XX-LNK-DR-C-00250 P02	PROPOSED LINK ROAD DRAINAGE SHEET 1
• 30228-BGL-XX-LNK-DR-C-00251 P02	PROPOSED LINK ROAD DRAINAGE SHEET 2
• 30228-BGL-XX-LNK-DR-C-00255 P02	PROPOSED LINK ROAD LEVELS SHEET 1
• 30228-BGL-XX-LNK-DR-C-00256 P02	PROPOSED LINK ROAD LEVELS SHEET 2
• 30228-BGL-XX-LNK-DR-C-00257 P02	PROPOSED LINK ROAD SITE CLEARANCE SHEET 1
• 30228-BGL-XX-LNK-DR-C-00258 P02	PROPOSED LINK ROAD SITE CLEARANCE SHEET 2
• 30228-BGL-XX-LNK-DR-C-00259 P01	PROPOSED LINK CUT & FILL ANALYSIS SHEET 1
• 30228-BGL-XX-LNK-DR-C-00260 P01	PROPOSED LINK CUT & FILL ANALYSIS SHEET 2
• 30228-BGL-XX-LNK-DR-C-00261 P01	PROPOSED LINK ROAD SWEPT PATH ANALYSIS SHEET 1

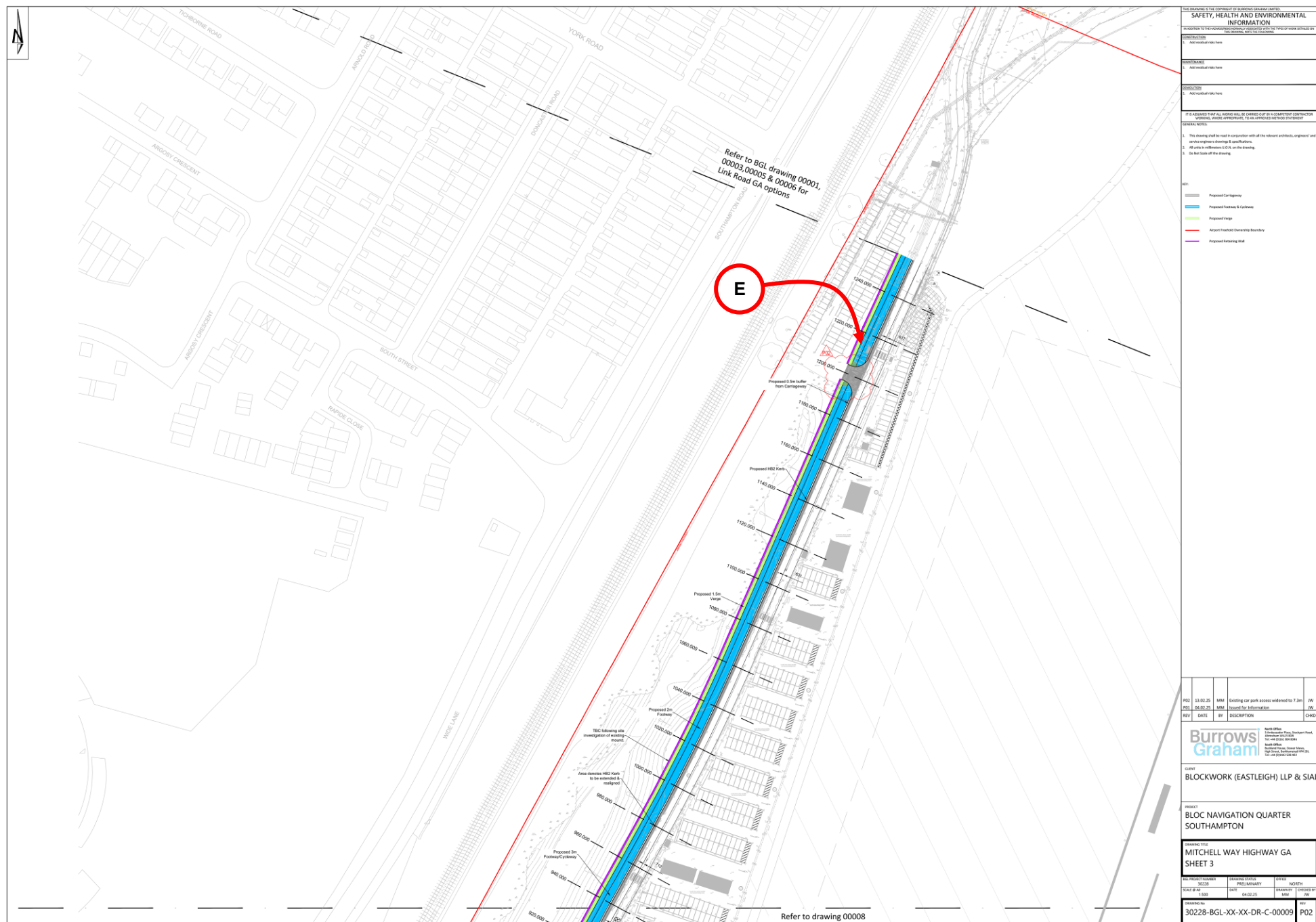
• 30228-BGL-XX-LNK-DR-C-00262 P01	PROPOSED LINK ROAD SWEEP PATH ANALYSIS SHEET 2
• 30228-BGL-XX-MTW-DR-C-00215 P01	PROPOSED MITCHELL WAY KERBING SHEET 1
• 30228-BGL-XX-MTW-DR-C-00216 P01	PROPOSED MITCHELL WAY KERBING SHEET 2
• 30228-BGL-XX-MTW-DR-C-00217 P01	PROPOSED MITCHELL WAY KERBING SHEET 3
• 30228-BGL-XX-MTW-DR-C-00230 P01	PROPOSED MITCHELL WAY PAVEMENT CONSTRUCTION SHEET 1
• 30228-BGL-XX-MTW-DR-C-00231 P01	PROPOSED MITCHELL WAY PAVEMENT CONSTRUCTION SHEET 2
• 30228-BGL-XX-MTW-DR-C-00232 P01	PROPOSED MITCHELL WAY PAVEMENT CONSTRUCTION SHEET 3
• 30228-BGL-XX-MTW-DR-C-00255 P01	PROPOSED MITCHELL WAY LEVELS SHEET 1
• 30228-BGL-XX-MTW-DR-C-00256 P01	PROPOSED MITCHELL WAY LEVELS SHEET 2
• 30228-BGL-XX-MTW-DR-C-00257 P01	PROPOSED MITCHELL WAY LEVELS SHEET 3
• 30228-BGL-XX-MTW-DR-C-00258 P01	PROPOSED MITCHELL WAY SITE CLEARANCE SHEET 1
• 30228-BGL-XX-MTW-DR-C-00259 P01	PROPOSED MITCHELL WAY SITE CLEARANCE SHEET 2
• 30228-BGL-XX-MTW-DR-C-00260 P01	PROPOSED MITCHELL WAY SITE CLEARANCE SHEET 3
• 30228-BGL-XX-XX-DR-C-00007 P01	MITCHELL WAY HIGHWAY GA SHEET 1
• 30228-BGL-XX-XX-DR-C-00008 P01	MITCHELL WAY HIGHWAY GA SHEET 2
• 30228-BGL-XX-XX-DR-C-00009 P02	MITCHELL WAY HIGHWAY GA SHEET 3
• 30228-BGL-XX-XX-DR-C-00012 P06	HIGHWAY GA OPTION 5

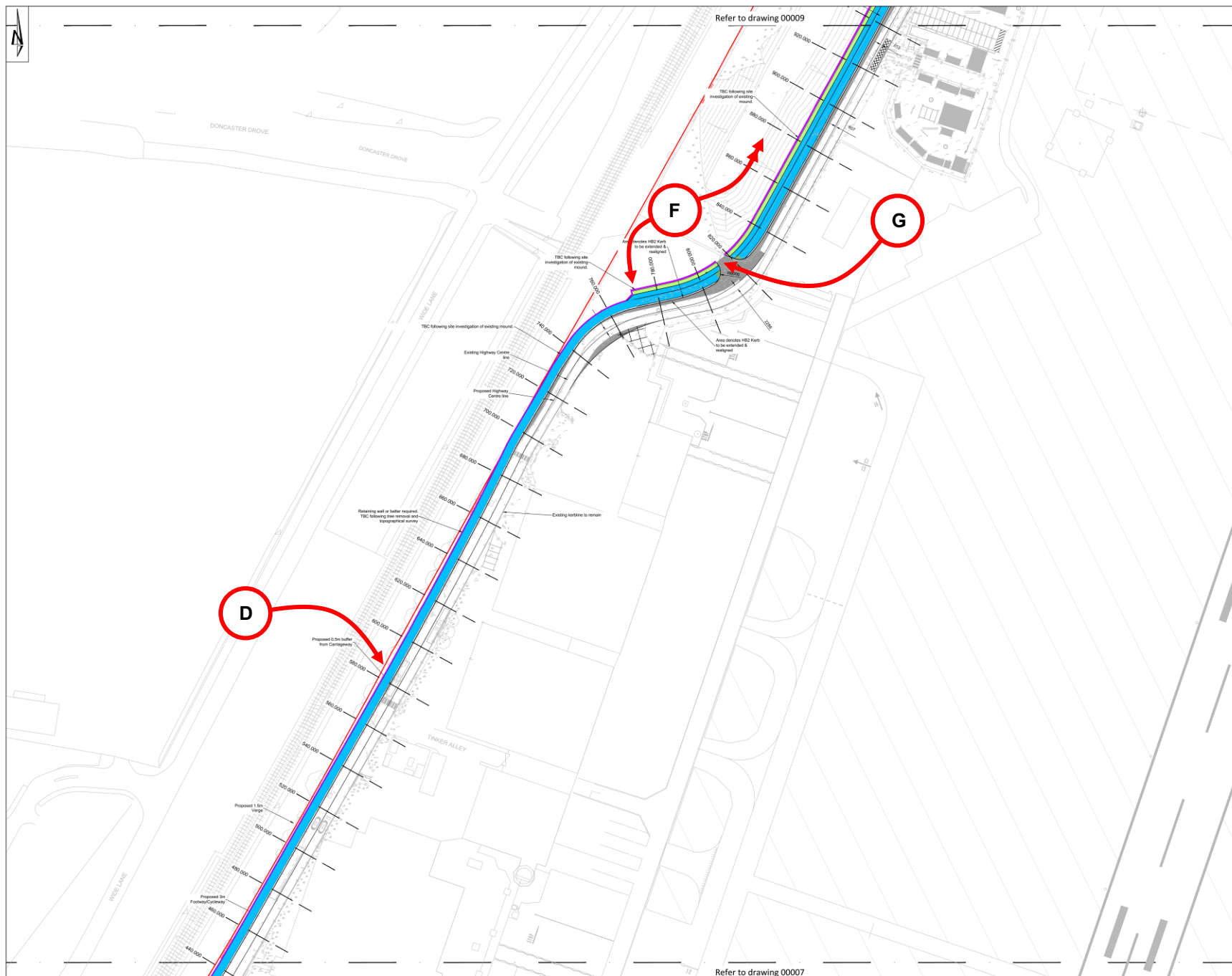
DOCUMENTS

- Navigator Quarter Stage 1 Road Safety Audit - Brief_FINAL

APPENDIX B

Problem Location Plan





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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

FOR ADDITION TO THE FOLLOWING: ROAD DESIGN, CIVIL AND STRUCTURAL, TRAFFIC AND SIGN DESIGN

PRODUCTION

1. Add revision data here

CONTENTS

1. Add revision data here

REVISIONS

1. Add revision data here

IF IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR

GENERAL NOTES

1. This drawing shall be read in conjunction with all the relevant architect, engineer and services engineers drawings & specifications.
2. All work is referenced to the drawing.
3. Do not scale off the drawing.

KEY

- Proposed Carriageway
- Proposed Footways & Cycleways
- Proposed Verge
- Approx Threshold Domestic Boundary
- Proposed Retaining Wall

REV	DATE	BY	DESCRIPTION	CHKD
01	05.03.25	MM	Issued for Information	JW

Burrows Graham

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Tel: +44 (0)23 802 4400
South Office: 10a Grosvenor Road, Southampton, Hampshire SO2 2BQ
Tel: +44 (0)23 802 4400

CLIENT

BLOCKWORK (EASTLEIGH) LLP & SIAL

PROJECT

BLOC NAVIGATION QUARTER
SOUTHAMPTON

DRAWING TITLE

MITCHELL WAY HIGHWAY GA
SHEET 2

FILE PROJECT NUMBER	DRAWING STATUS	DATE	DATE	DATE
30228	PRELIMINARY	05.03.25	05.03.25	05.03.25

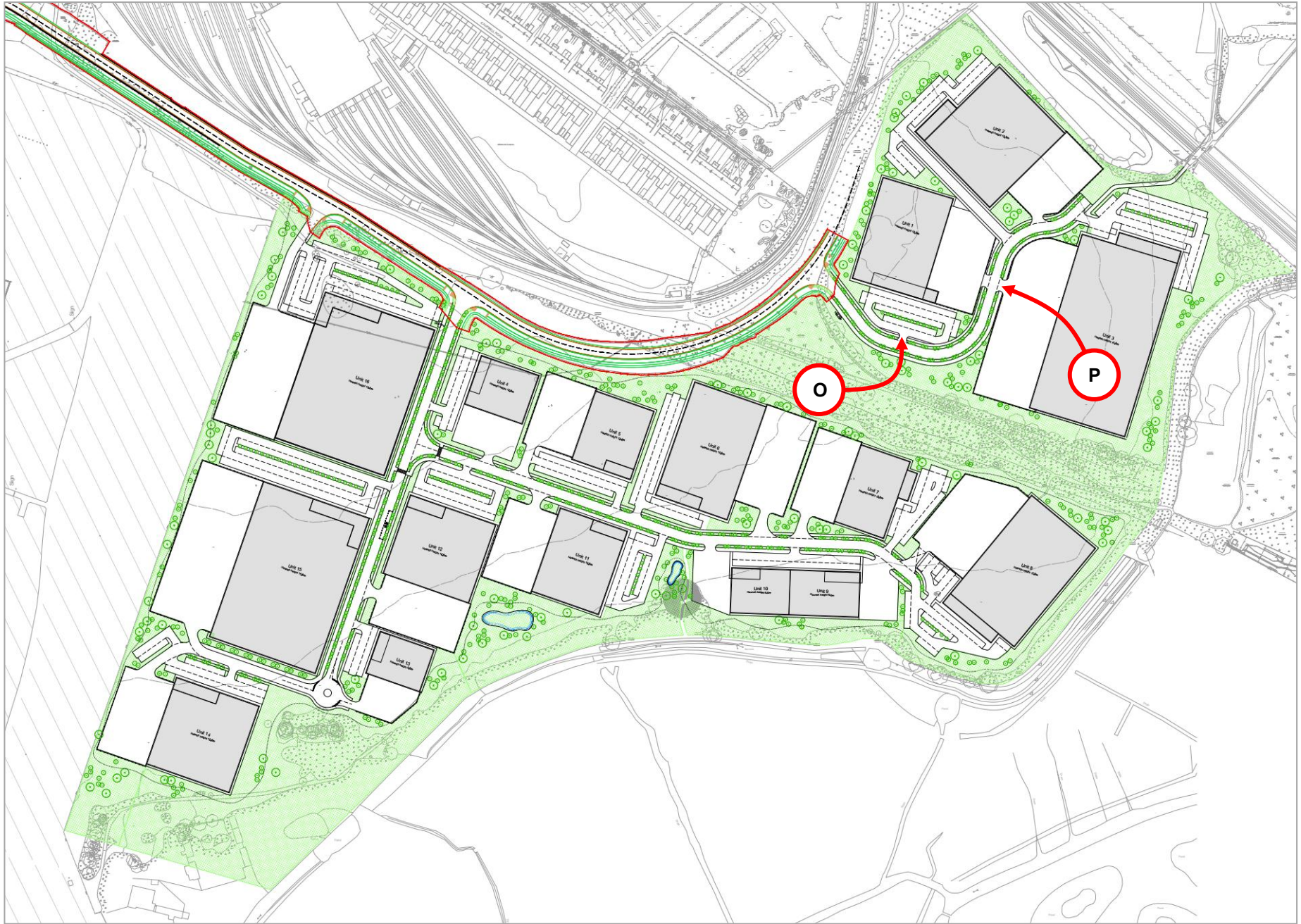
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PROJ. NO.

30228-BGL-XX-XX-DR-C-00008

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