

Appendix K: Stage 1 RSA 3 (November 2025)

To	Capital Road Safety	Memo	
From	Steer		
Date	29 October 2025		
Project	Navigator Quarter, Southampton	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:	27 October 2025
Document Reference:	STEER DRAWING - • 24733101-STR-HGN-100-SK-D-01101- REV P0: Mitchell Way 2.5m shared use footway on west side (road realigned).
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:	27 October 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. Mitchell Way and Wide Lane/Spitfire Roundabout		
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		
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 - HCC Technical Guidance Note TG10 – Pedestrian and Cycle Facilities																																																																																																	
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. To the south of this Mitchell Way is 30mph, and Spitfire Roundabout and Wide Lane are 40mph.																																																																																																	
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 existing 30/40mph speed limits on the public highway are to be retained.																																																																																																	
Existing traffic flows/queues	ATCs undertaken on Mitchell Way in late June / early July 2023 (located south of Southampton Parkway rail station) indicate the following total vehicular flows: 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> <tr> <td>PSV</td><td>1</td><td>1</td><td>1</td><td>0</td><td>1</td><td>1</td><td>4</td><td>4</td><td>7</td></tr> <tr> <td>OGV</td><td>25</td><td>48</td><td>73</td><td>47</td><td>22</td><td>69</td><td>484</td><td>469</td><td>954</td></tr> <tr> <td>LGV</td><td>34</td><td>29</td><td>63</td><td>19</td><td>22</td><td>41</td><td>277</td><td>282</td><td>559</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	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
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	Total Vehicles	334	112	446	103	273	376	1,991	2,002	3,992
Pedestrian, cyclist and equestrian desire lines	The proposed scheme covered by this audit includes proposed new pedestrian and cycle provision along Mitchell Way, in the form of a shared use footway, 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	Previous safety audits have been undertaken on the wide Masterplan proposals including the new link road and internal masterplan layout. This audit only covers the southern end of Mitchell Way where a new layout is proposed for the shared use footway.
Relevant factors which	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	A Departure from Standard is being sought from Hampshire County Council for the width of the proposed shared use footway, which is proposed at a minimum of 2.50m in places towards its southern end where it ties back in to the existing shared use footway at the southern end of Mitchell Way. This is a departure from HCC Technical Guidance Note TG10 – Pedestrian and Cycle Facilities, paragraph 5.2.14 and the subsequent table specifying the minimum effective width, shown on Page 15 of 42, which advises a minimum width of 3.0m. A number of options have been reviewed and considered at the southern end of Mitchell Way to overcome the issue, however the existing constraints do not allow a design to be produced which meets all standards. The constraints relate to land ownership, which restricts the total available corridor width in this location. On the east side of Mitchell Way the HCC highway boundary with third party land is a constraint. On the west side, the HCC highway boundary with the HSBC House and Premier Inn land ownership is the constraint. It is also a physical constraint in the case of HSBC House in particular, whereby the existing building physically forms the boundary, therefore it is not feasible to acquire any additional land here to provide the cross section required to meet the standards. Options have been explored relating to various carriageway and footway widths and arrangements, and the design put forward has been agreed as the best achievable result in this location.
Previous RSA stage reports, RSA response reports & evidence of agreed actions	Previous Stage 1 RSAs have been undertaken by Capital Traffic of the Masterplan including Mitchell Way, and off-site highway measures. Note however that the drawing which is the subject of this audit is a new/revised design since the previous audits were undertaken.
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

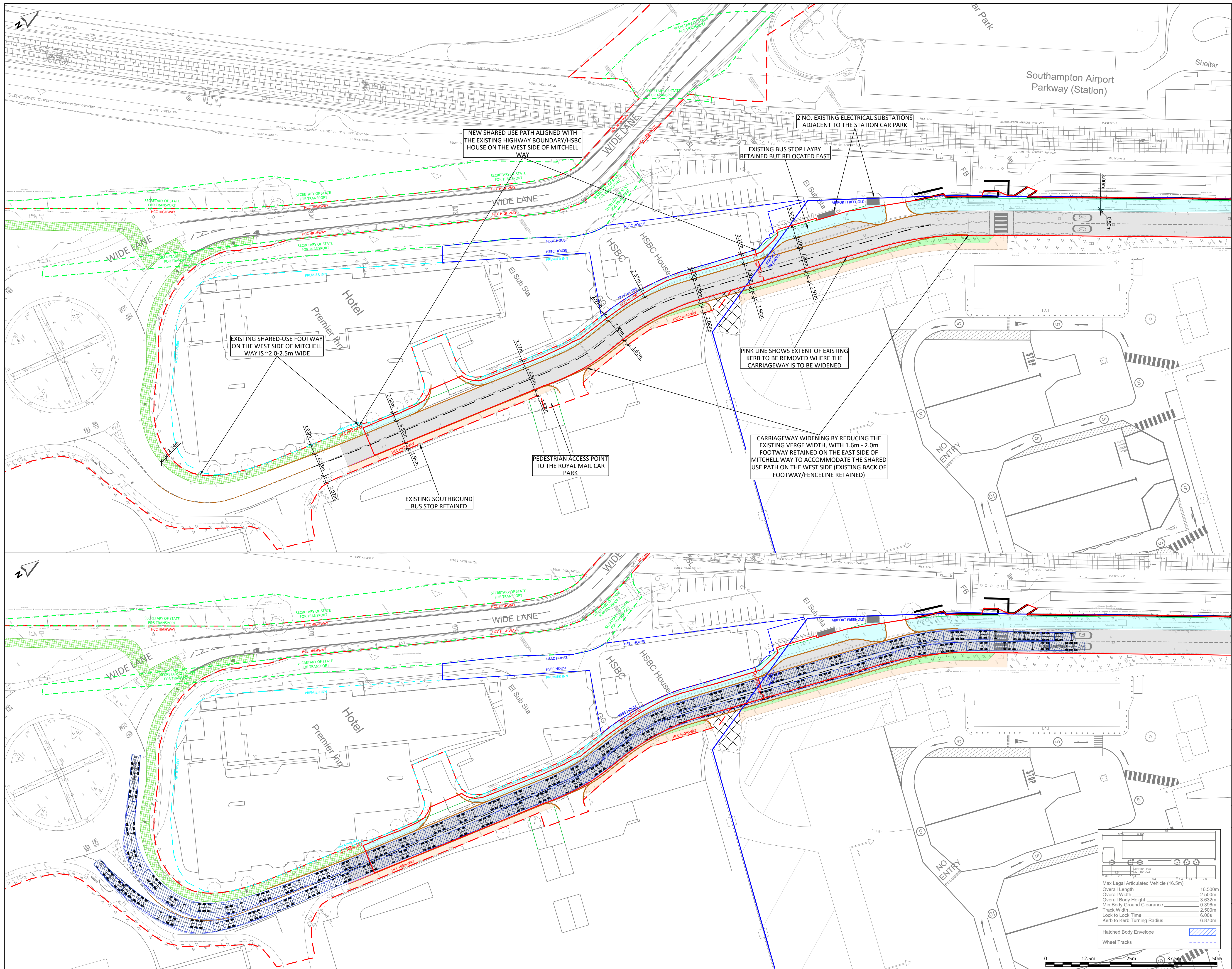


List of included documents and drawings

Documents	N/A
Drawings	STEER DRAWING - 24733101-STR-HGN-100-SK-D-01101- REV P0: Mitchell Way 2.5m shared use footway on west side (road realigned).

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	✓	Construction/ typical details	N/A
Previous RSA reports	✓	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	✓
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	✓



NOTES:

- THIS DRAWING IS BASED ON:
TOPOGRAPHIC SURVEYS:
 'TOPOGRAPHIC SURVEY', GREENHATCH GROUP
 DRAWING NO. 42270_T_UG REV3 DATED 06 OCT
 2025.
 'WadeLane-Track Topo-survey SURV001', PROVIDED
 BY BLOC GROUP ON 28 NOV 2024.
 'SPITFIRE ROUNDABOUT SOUTHAMPTON', BRUNEL
 SURVEYS LTD DRAWING NO. 17972-200-01 DATED
 JUNE 1977, PROVIDED BY BLOC GROUP ON 28 NOV
 2024.
OS BASE MAPPING:
 EMAPSITE DRAWING NO.
 OS_MasterMap_Topography_Layer_899487 _
 1500000000.OS_MasterMap_OS_LICENCE NO.
 0100031673, PROVIDED BY EMAPSITE ON 05 DEC
 2024.
HCC HIGHWAY BOUNDARY DRAWING:
 DRAWING NO. 21754829 03, PROVIDED BY BLOC
 GROUP ON 28 OCT 2024.
BLOCKWORK FREEHOLD OWNERSHIP:
 HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE
 HP882317, 25 MAY 2024.
AIRPORT FREEHOLD OWNERSHIP:
 HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE
 HP628421, TITLE HP411185, (PART)
 BASED ON: SAVILLS 'PLAN 1', REF: APPENDIX 1 -
 AIRPORT SITE TITLE PLAN.
LINK ROAD HIGHWAY GENERAL ARRANGEMENT:
 BURROWS GRAHAM DRAWING NOS.
 30228-BGL-XX-XX-DR-C-00008 AND
 30228-BGL-XX-XX-DR-C-00012 REV P06, DATED 14
 MAY 2025.
MASTERPLAN LAYOUT:
 MICHAEL SPARKS ASSOCIATES DRAWING NO.
 NGS-MISA-SI-XX-DR-A-2002 REV PL04, DATED 28
 MAY 2025.
 ALL WORKS TO BE IN ACCORDANCE WITH THE
 HIGHWAYS ENGLAND MANUAL OF CONTRACT
 DOCUMENTS FOR HIGHWAY WORKS.
 DO NOT SCALE FROM THIS DRAWING. IF IN DOUBT
 REFER TO THE PROJECT MANAGER FOR
 CLARIFICATION.
 EXISTING FEATURES ARE SHOWN IN GREY AND
 PROPOSED FEATURES IN BOLD, UNLESS OTHERWISE
 STATED.

KEY:

-
- | | |
|--|---|
| | EXISTING LAYOUT
(TOPOGRAPHICAL SURVEY/OS BASE) |
| | HAMPSHIRE COUNTY COUNCIL
HIGHWAY BOUNDARY |
| | BLOCWORK FREEHOLD OWNERSHIP |
| | AIRPORT FREEHOLD OWNERSHIP |
| | RED LINE PLANNING BOUNDARY |
| | PROPOSED KERB |
| | PROPOSED EDGING KERB / BACK OF
FOOTWAY |
| | PROPOSED CARRIAGEWAY |
| | PROPOSED SHARED-USE FOOTWAY |
| | EXISTING SHARED-USE FOOTWAY |
| | PROPOSED WIDENED/RE-PROVIDED
FOOTWAY |
| | EXISTING RETAINED VERGE |

00	27OCT25	ORIGINAL ISSUE	CJM	CJM	MHU
EV	DATE	DESCRIPTION	DES	CHK	APP

steer

www.steergroup.com

Client: **BLOCKWORK (EASTLEIGH) LLP & SIAL**

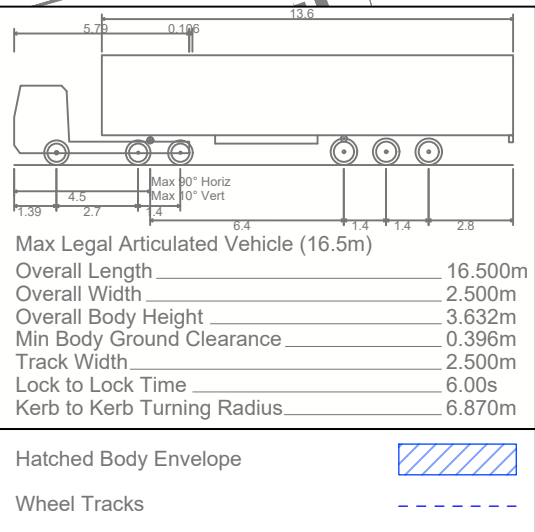
Project Title:
NAVIGATOR QUARTER, SOUTHAMPTON

rawing Title: MITCHELL WAY
2.5m SHARED USE FOOTWAY
ON WEST SIDE
(ROAD REALIGNED)

status: **FIT FOR INFORMATION**

Size:	Scale:	Suitability	Rev.
A1	1:500	S2	P0

Drawing No.
4733101-STR-HGN-100-SK-D-01101



Navigator Quarter, Southampton

Mitchell Way Footway: Proposed Southern Widening

Stage 1 Road Safety Audit

Ref: 3243-RSA-01 A



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

Date: **November 2025**

1.0 DOCUMENT INFORMATION

Project Title	NAVIGATOR QUARTER, SOUTHAMPTON MITCHELL WAY FOOTWAY: PROPOSED SOUTHERN WIDENING STAGE 1 ROAD SAFETY AUDIT
Document No	3243-RSA-01

Issue	Original (A)	Revision	Revision
Date Issued	12/11/25		

Prepared by	A Haunton		
Signature			

Checked by	J Thompson		
Signature			

Authorised by	J Thompson		
Signature			

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It should be noted and it is expressly stated, that no independent verification of any of the documents or information supplied to Capital Road Safety Ltd has been made.

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 southern widening of the Mitchell Way Footway. This will be part of the proposed Navigator Quarter project, part of Solent Freeport. The audit was carried out on the instruction of Steer's Carl Morrish, dated 31st October 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
- 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 Carl Morrish. It took place during mid November 2025 and comprised an examination of the documents provided as listed in Appendix A, plus a visit to the site of the proposed scheme.
- 2.1.5 The Audit Team made a visit to the site of the scheme between 11:15 and 12:15hrs on 10th November 2025. During the site visit the weather was overcast with light rain and the paved highway surfaces were wet. A modest flow of pedestrian and cycle movements was seen passing along the route, particularly around the railway station area.
- 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 The RSA Brief describes the proposals subject to this RSA as follows:

"The proposed scheme covered by this audit includes proposed new pedestrian and cycle provision along Mitchell Way, in the form of a shared use footway, designed based on the expected demand, as well as spatial and land ownership constraints in places.

A Departure from Standard is being sought from Hampshire County Council for the width of the proposed shared use footway, which is proposed at a minimum of 2.50m in places towards its southern end where it ties back into the existing shared use footway at the southern end of Mitchell Way".

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 JUNCTIONS

4.1.1 PROBLEM

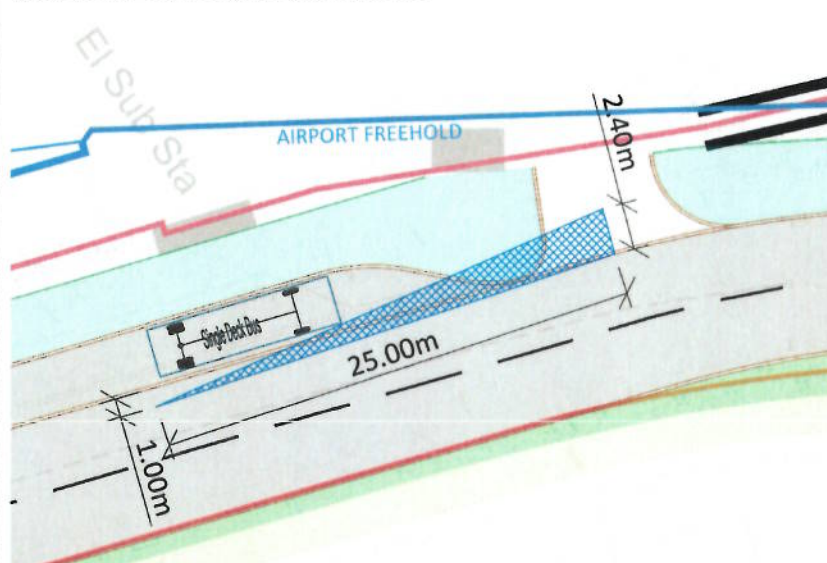
Location: A – Station car park.

Summary: Relocated bus stop may increase the risk of 'failed to give way'-type collisions.

The existing bus stop layby will receive a modest remodelling. However, this will move the head of the bus stop closer to the railway station car park exit. This could increase the risk of 'failed to give way'-type collisions should visibility be compromised, particularly as buses have a long dwell time at this stop.

RECOMMENDATION.

Adequate visibility should be shown to be available at the car park exit.

Design Organisation Response	Rejected
See below visibility check at the car park access, with a 20mph visibility splay drawn to a point 1m from the edge of carriageway, as vehicles/cyclists/motorcycles are unlikely to run closer to the kerb than this particularly when a bus is at the stop. It is noted that the layby is shifted slightly east, however the shelter is not proposed to remain, and the bus is therefore likely to align with the shelter, as shown below – visibility is therefore achievable past a bus. Steer: 	Client Organisation Comments

Agree with Design Organisations' Response.

4.2 WALKING, CYCLING & HORSE RIDING

4.2.1 PROBLEM

Location: B – Bend along the footway alignment near the Premier Inn / HSBC House boundary.

Summary: Tall hedge around the inside of the bend made adversely affect NMU intervisibility.



At the bend along the footway alignment near the Premier Inn / HSBC House boundary, tall hedge growth around the inside of the bend may adversely affect NMU intervisibility. This may increase the risk of collisions between pedestrians and cyclists.

RECOMMENDATION.

Adequate forward visibility should be shown to be available along the proposed shared-use footway surface.

Design Organisation Response	Accepted
Steer:	The hedge is understood to be private (part of the Premier Inn site), however this will be brought to the attention of the highway authority to liaise with the private site if/where it encroaches on the public highway to ensure it is kept trimmed back.

Client Organisation Comments

Agree with Design Organisations' Response.

4.2.2 PROBLEM

Location: C – HSBC House parking area.

Summary: Intervisibility around the footway crossover may be inadequate.

Intervisibility around the footway crossover for the HSBC House parking area may be inadequate. This may increase the risk of collisions between motor vehicles leaving the premises and pedestrians or cyclists using the footway. The continuous nature of the footway, albeit with blister tactile paving, in combination with the raising barriers close to the footway may exacerbate the problem.



RECOMMENDATION

The design should accommodate the HSBC House parking area crossover in a manner that adequately mitigates the risk of collisions between motor vehicles leaving the premises and pedestrians or cyclists using the footway.

Design Organisation Response	Accepted
Steer:	This access appears to be out of use at the moment, however we will explore this to confirm its long-term usage, and review in detailed design to provide new/improved tactile paving and markings/signage in this area as appropriate.

Client Organisation Comments

Agree with Design Organisations' Response.

4.2.3 PROBLEM

Location: D – Bus stop by the railway station.

Summary: Risk of collisions between bus passengers and cyclists.

The shared-use surface will pass by the bus stop at the railway station. This arrangement may increase the risk of collisions between cyclists and passengers boarding or alighting from buses. This may be particularly so where passengers are unsighted, i.e. either by the bus, or by the solid ends of the existing bus shelter.



RECOMMENDATION

The design should seek to keep cyclists away from areas where bus passenger intervisibility is compromised or anticipation of approaching cyclists may be poor. The bus stop shelter should be equipped with clear end panels to improve intervisibility.

Design Organisation Response	Accepted
Steer:	Consideration will be given in detailed design to providing cycle logo markings on the footway in the vicinity of the bus stop to make bus users more aware that cyclists may pass. The bus shelter will also be reviewed in detailed design, to explore whether the end panels can be changed for clear

panels to improve visibility.

Client Organisation Comments

Agree with Design Organisations' Response.

4.2.4 PROBLEM

Location: E – Existing shared-use footway south of the proposed section.

Summary: Inconsistent footway width.



The scheme seeks to encourage cycle access to the new development. However, it has been noted that the existing shared-use footway by Spitfire roundabout has compromised effective width due to vegetation growth along its back edge. An increase in the volume of cyclists using this unnecessarily narrow surface could increase the risk of cycle collisions with pedestrians or other cyclists.

RECOMMENDATION

The vegetation growth overhanging the footway should be cut back / cleared.

Design Organisation Response	Accepted
Steer:	The hedge is understood to be private (part of the Premier Inn site), however this will be brought to the attention of the highway authority to liaise with the private site if/where it encroaches on the public highway to ensure it is kept trimmed back.
Client Organisation Comments	

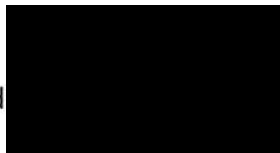
Agree with Design Organisations' Response.

End of list of Problems identified and Recommendations offered in this Stage 1 Audit
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5.0 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 12/11/2025

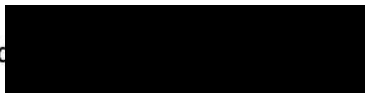
Position: Director

Organisation: Capital Road Safety

Address: Oakdene, Oak Road, Pebmarsh, Essex, CO9 2QD

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

AUDIT TEAM MEMBER:

Name: Jonathan Thompson
IEng FIHE MCIHT MSoRSA
Cert Comp RSA
Signed 
Date 12/11/2025

Position: Director

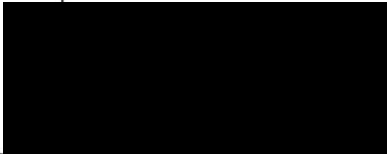
Organisation: Capital Road Safety

Address: Oakdene, Oak Road, Pebmarsh, Essex, CO9 2QD

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		
Steer (Steer)	Name:	Carl Morrish
	Position:	Associate
	Signed:	
	Dated:	27 November 2025

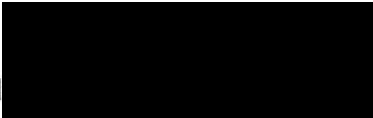
5.3 CLIENT ORGANISATION STATEMENT

I accept these proposals by the Design Organisation.

Name: Adam Connor

Position: Senior Development Manager

Organisation: Blocwork Eastleigh LLP

Signed: 

Dated: 28/11/25

5.4 SECONDARY CLIENT ORGANISATION STATEMENT (where appropriate)

I accept these proposals by the Design Organisation.

Name: S. THURSTON

Position: GROUP HEAD OF DEVELOPMENT

Organisation: AGS A

Signed: 

Dated:

1/12/2025

APPENDIX A

Documents forming the Audit Brief

DRAWING NUMBER

DRAWING TITLE

- 24733101-STR-HGN-100-SK-D-01101 - REV P0

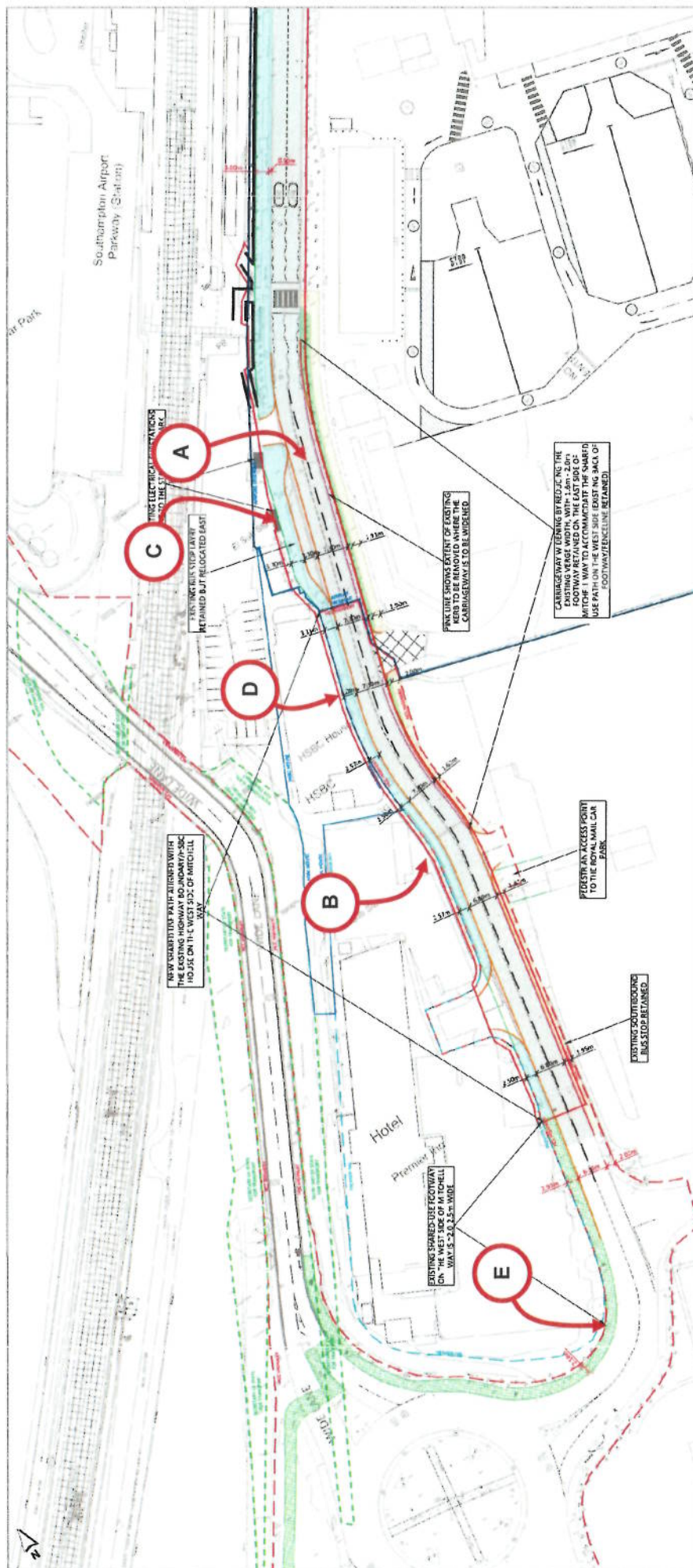
MITCHELL WAY 2.5m SHARED USE FOOTWAY
ON WEST SIDE (ROAD REALIGNED)

DOCUMENTS

- Navigator Quarter Stage 1 Road Safety Audit - Brief_Mitchell Way

APPENDIX B

Problem Location Plan





www.capitalroadsafety.com