

Navigator Quarter, Southampton

Proposed Spitfire Roundabout Mitigation

Stage 1 Road Safety Audit

Ref: 3304-RSA-01 A



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

Date: **January 2026**

TRAFFIC & ROAD SAFETY SPECIALISTS



1.0 DOCUMENT INFORMATION

Project Title	NAVIGATOR QUARTER, SOUTHAMPTON PROPOSED SPITFIRE ROUNDABOUT MITIGATION STAGE 1 ROAD SAFETY AUDIT
Document No	3304-RSA-01

Issue	Original (A)	Revision	Revision
Date Issued	12/01/26		

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 Spitfire Roundabout mitigation measures. 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 19th December 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 early January 2026 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 13:00 and 14:00hrs on 8th January 2026. During the site visit there was persistent rain and the paved highway surfaces were wet. A low flow of pedestrian movements was seen passing along the route, but no cyclists.
- 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:

"At the southern end of Mitchell Way is the four arm Spitfire Roundabout. The other three arms are George Curl Way, serving an Industrial Estate to the east, Wide Lane to the south which leads to Mountpark and onwards routes to Swaythling/Southampton, and Wide Lane to the north. The roundabout has two-lane flares on each approach arm. Footways are present on the perimeter of the roundabout and each arm has a pedestrian refuge island with dropped kerbs and tactile paving at the crossings.

The following two alternative mitigation options have been explored for the Spitfire Roundabout with and without a signalised pedestrian / cycle crossing on the northern arm. Both also include better delineation of lanes on the western Wide Lane arm (towards Southampton):

- *Mitigation Option 2a - Extending the flare on the Wide Lane north arm from 12m to 18 metres (to increase capacity) without a signalised crossing on the northern Wide Lane arm. This involves reprofiling the existing pedestrian/cycle crossing refuge island.*
- *Mitigation Option 2b - Extending the flare on the Wide Lane north arm to 18 metres with a signalised toucan crossing included on the northern arm."*

2.2.3 It should be noted that the shared use footway proposals along Wide Lane, including new bridge, are not subject to this RSA.

3.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDIT

- 3.1 A Stage 1 Road Safety Audit was carried out on an earlier iteration of the scheme by Capital Road Safety during September 2025 (Ref: 3221-RSA-01). No problems were raised in that report relevant to Spitfire roundabout.
- 3.2 A Stage 1 Road Safety Audit was also carried out on shared-use footway proposals, linking between Spitfire Roundabout and Southampton Airport Parkway station, by Capital Road Safety during November 2025 (Ref: 3243-RSA-01). Problems raised in that report relevant to these proposals can be summarised as follows:

Problem 4.2.4 Existing shared-use footway south of the proposed section:
Inconsistent footway width.

The problem is not acknowledged on the current design drawings and is considered to remain. See 4.1.3 and 4.2.1 in this report.

4.0 ITEMS RAISED IN THIS STAGE 1 ROAD SAFETY AUDIT

4.1 MITIGATION OPTION 2A: WITHOUT SIGNALISED CROSSING

4.1.1 PROBLEM

Location: A – Uncontrolled crossing over Wide Lane approach to the junction.

Summary: Risk of collisions from pedestrians and cyclists crossing two traffic lanes.

The uncontrolled crossing over the Wide Lane approach to the junction will span two traffic lanes. This may increase the risk of collisions from pedestrians and cyclists having to cross two traffic lanes, where one traffic stream could adversely affect intervisibility with respect to the adjacent stream.

RECOMMENDATION.

The crossing should be configured so that pedestrians and cyclists only have to cross a single traffic lane.

Design Organisation Response	Accepted
Steer:	The two-lane approach is required for capacity reasons, and there is not sufficient space to relocate the crossing away from the two-lane section. This would also increase the stagger/deviate further from pedestrian desire lines. On balance it is therefore considered that the proposed layout offers the best compromise.
Client Organisation Comments	
Agree with Design Organisations' Response.	

4.1.2 PROBLEM

Location: B – Uncontrolled crossing over Wide Lane splitter island.

Summary: Risk of collisions between pedestrians and cyclists.

The scheme will provide a staggered, two stage crossing over Wide Lane. The stagger will be accommodated at the narrow end of a splitter island, dimensioned at 2.5m at its northern end. This may be too narrow to simultaneously accommodate pedestrians and cyclists, particularly when taking into account the stagger. It may increase the risk of collisions between these two user groups.

RECOMMENDATION.

The island should have a minimum width appropriate for a shared-use NMU surface.

Design Organisation Response	Accepted
Steer:	The island width matches the existing island width, however if this option is progressed then this can be explored further to look into widening the carriageway on the north side to look to increase the width of the island where possible.
Client Organisation Comments	
Agree with Design Organisations' Response.	

4.1.3 PROBLEM

Location: C – Existing shared-use footway between Wide Lane and Mitchell Way.

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 vegetation within the public highway will be cut back/removed if the scheme is taken forward – subject to liaison with the highway authority/their maintenance department.
Client Organisation Comments	
Agree with Design Organisations' Response.	

4.2 MITIGATION OPTION 2B: WITH SIGNALISED CROSSING

4.2.1 PROBLEM

Location: D – SW-bound approach to Spitfire roundabout.

Summary: Risk of failures to give way to circulating traffic.

The scheme will introduce a signalised crossing a short distance ahead of the roundabout give way markings. The crossing signals could be confused as signals for the junction. This may increase the risk of collisions from drivers failing to give way to circulating traffic.

RECOMMENDATION

The give way markings should be to Diag. 1003A and there should additionally be Diag. 1023A markings and Diag. 602 signs ahead of the give way markings.

Design Organisation Response	Accepted
Steer:	Road markings and signage will be reviewed/amended in the next design stage.
Client Organisation Comments	
Agree with Design Organisations' Response.	

4.2.2 PROBLEM

Location: C – Existing shared-use footway between Wide Lane and Mitchell Way.

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 vegetation within the public highway will be cut back/removed if the scheme is taken forward – subject to liaison with the highway authority/their maintenance department.

Client Organisation Comments

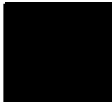
Agree with Design Organisations' Response.

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

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 12/01/2026
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 12/01/2026
Position: Director
Organisation: Capital Road Safety
Address: Oakdene, Oak Road, Pebmarsh, Essex, CO9 2QD
Contact: enquiries@capitalroadsafety.com
www.capitalroadsafety.com

5.1 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:	14 January 2026

5.2 CLIENT ORGANISATION STATEMENT

I accept these proposals by the Design Organisation.

Name: Adam Connor
Position: Senior Development Manager
Organisation: Blocwork Eastleigh LLP

Signed:  **Dated:** 29/01/26

5.3 SECONDARY CLIENT ORGANISATION STATEMENT (where appropriate)

I accept these proposals by the Design Organisation.

Name: Steve Thurston
Position: Group Head of Department
Organisation: AGS

Signed:  **Dated:** 29/01/2026

APPENDIX A

Documents forming the Audit Brief

DRAWING NUMBER

DRAWING TITLE

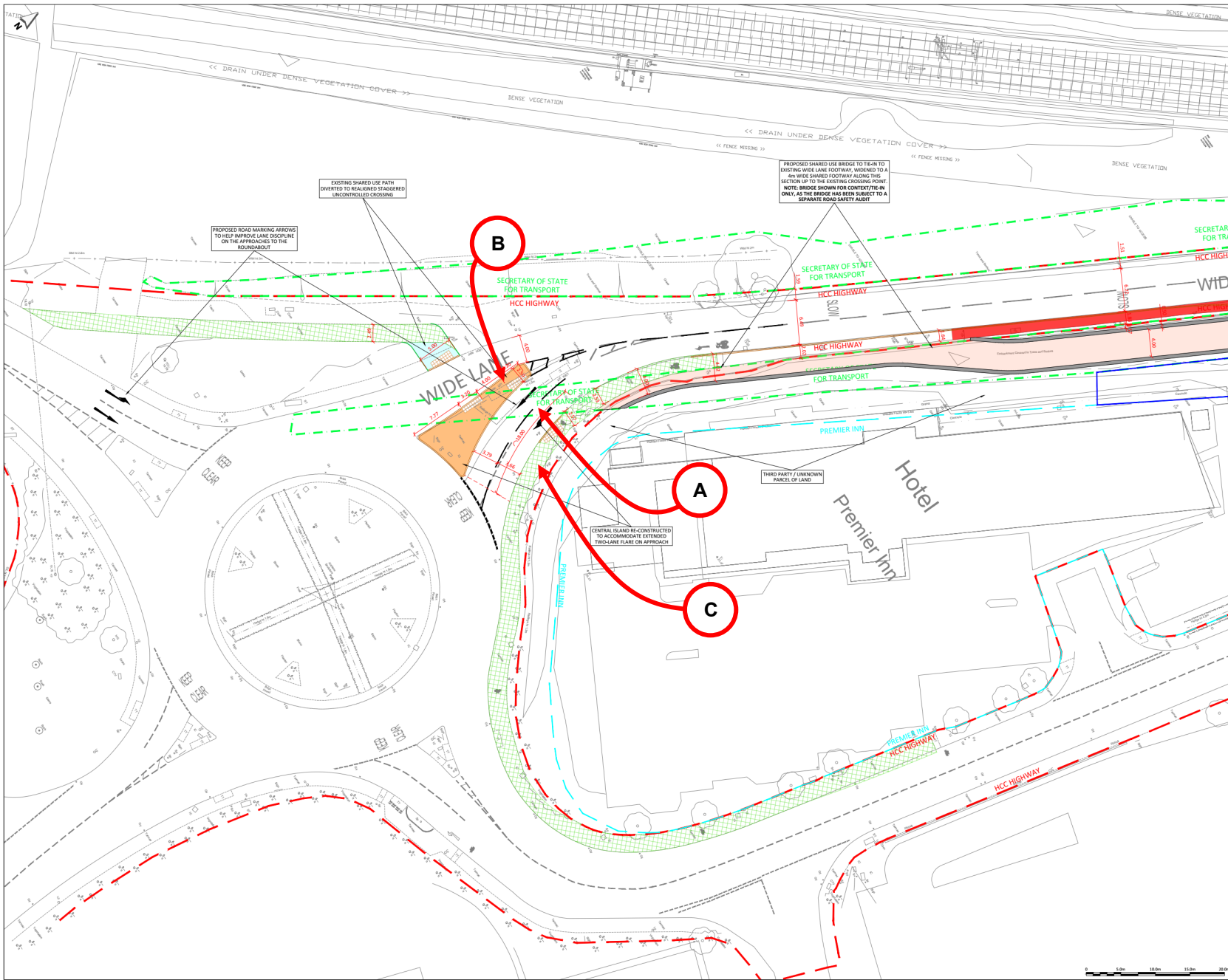
- | | |
|--|--|
| • 24733101-STR-HGN-100-SK-D-01102 - REV P2 | PROPOSED SPITFIRE ROUNDABOUT
MITIGATION & SIGNALISED CROSSING |
| • 24733101-STR-HGN-100-SK-D-01301 - REV P1 | PROPOSED SPITFIRE ROUNDABOUT
MITIGATION & UNCONTROLLED CROSSING |

DOCUMENTS

- Navigator Quarter Stage 1 Road Safety Audit Brief - Spitfire & Wide Lane Junction

APPENDIX B

Problem Location Plan



NOTES:

1. THIS DRAWING IS BASED ON:
TOPOGRAPHIC SURVEYS: GREENHATCH GROUP DRAWING NO. 42270_T_UG REV3 DATED 06 OCT 2025.
WideLane-Track Topo-survey SURV001, PROVIDED BY BLOC GROUP ON 22 NOV 2024.
SPITFIRE ROUNDABOUT SOUTHAMPTON, BRUNEL SURVEYS LTD DRAWING NO. 17972-200-01 DATED JUNE 2017, PROVIDED BY BLOC GROUP ON 22 NOV 2024.
OS BASE MAPPING: EMAPSITE DRAWING NO. OS_MasterMap_Topography_Layer_989487_1255469_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.
BLOCWORK FREEHOLD OWNERSHIP: HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP982317, 25 MAY 2024.
AIRPORT FREEHOLD OWNERSHIP: HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HPC98421, TITLE HP411185, (PART) BASED ON: SAVILLS' PLAN 1, REF: APPENDIX 1 - AIRPORT SITE TITLE PLAN.
SOSIT OWNERSHIP: SECRETARY OF STATE FOR TRANSPORT LAND BASED ON HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP774610, BASED ON: SAVILLS' PLAN 1, REF: APPENDIX 1 - AIRPORT SITE TITLE PLAN.
2. DO NOT SCALE FROM THIS DRAWING. IF IN DOUBT REFER TO THE PROJECT MANAGER FOR CLARIFICATION.

KEY:

- EXISTING LAYOUT (TOPOGRAPHICAL SURVEY/OS BASE)
- HAMPSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
- SECRETARY OF STATE FOR TRANSPORT OWNERSHIP
- HSBC HOUSE OWNERSHIP
- PREMIER INN OWNERSHIP
- RED LINE PLANNING BOUNDARY
- EXISTING SHARED-USE FOOTWAY
- PROPOSED SHARED-USE FOOTWAY
- PROPOSED ISLAND
- PROPOSED PEDESTRIAN / CYCLE BRIDGE:
 - BRIDGE STRUCTURE
 - 4m WIDE SHARED USE BRIDGE
- INDICATIVE EXTENT OF FOOTWAY REQUIRING REMOVAL TO ACCOMMODATE TWO-WAY HGV FLOWS ON WIDE LANE BRIDGE (REFER TO BURROWS GRAHAM DRAWINGS FOR DETAILS)

P1	12/JAN/26	MINOR ROAD MARKING CHANGES	CIM	CJM	IMHU
PO	06/NOV/25	ORIGINAL ISSUE	CIM	CJM	IMHU
REV	DATE	DESCRIPTION	DES	CHK	APP

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Client: BLOCWORK (EASTLEIGH) LLP & SIAL

Project Title: NAVIGATOR QUARTER, SOUTHAMPTON

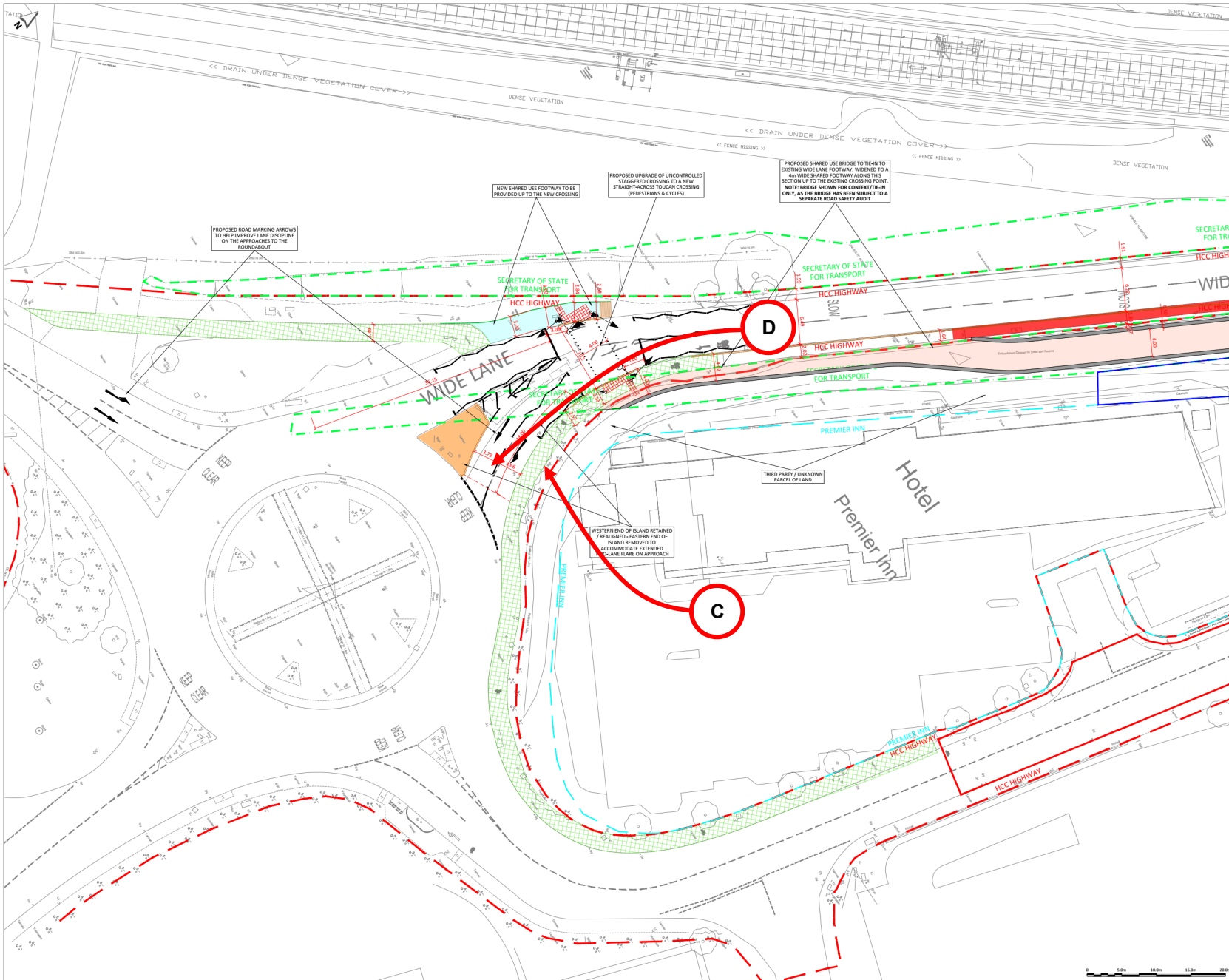
Drawing Title: PROPOSED SPITFIRE ROUNDABOUT MITIGATION & UNCONTROLLED CROSSING

Status: FIT FOR INFORMATION

Size:	A1	Scale:	1:250	Suitability:	S2	Rev:	P1
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Drawing No: 24733101-STR-HGN-100-SK-D-01301

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NOTES:

1. THIS DRAWING IS BASED ON:
TOPOGRAPHIC SURVEYS:
"TOPOGRAPHIC SURVEY", GREENHATCH GROUP
DRAWING NO. 42270_T_US REV3 DATED 06 OCT 2023.
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OS BASE MAPPING:
EMAPSITE DRAWING NO. OS_MastMap_Topography_Layer_989487_1252669_OS_Mastmap, OS LICENCE NO. 0100031673, PROVIDED BY EMAPSITE ON 05 DEC 2024.
HCC HIGHWAY BOUNDARY DRAWING:
DRAWING NO. 21754829-01, 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.
SOST OWNERSHIP:
SECRETARY OF STATE FOR TRANSPORT LAND BASED ON HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP774610 BASED ON: SAVILLS' PLAN 1, REF: APPENDIX 1 - AIRPORT SITE TITLE PLAN.
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PROPOSED PEDESTRIAN / CYCLE BRIDGE:

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P2	12JAN26	MINOR ROAD MARKING CHANGES	CIM	CJM	MHU
P1	06NOV25	MINOR AMENDMENTS	CIM	CJM	MHU
P0	27OCT25	ORIGINAL ISSUE	CIM	CJM	MHU
REV	DATE	DESCRIPTION	DES	CHK	APP

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

Project Title: **NAVIGATOR QUARTER, SOUTHAMPTON**

Drawing Title: **PROPOSED SPITFIRE ROUNDABOUT MITIGATION & SIGNALISED CROSSING**

Status: **FIT FOR INFORMATION**

Size: A1	Scale: 1:250	Suitability: S2	Rev: P2
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Drawing No: **24733101-STR-HGN-100-SK-D-01102**



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